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SAUCE.

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*By* N. LAZARUS,  
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Per Month, \$3.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after APRIL 7th, 1930, until further Notice (all previous  
Time Tables cancelled).

#### UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20
Yau Ma Tei Dep.	8.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shatin Dep.	8.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tai Po Dep.	9.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Dep.	9.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fanning Dep.	9.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sheung Shui Dep.	9.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sham Chau Arr.	9.38	9.40	9.42	9.44	9.46	9.48	9.50	9.52	9.54	9.56	9.58	10.00	10.02	10.04	10.06	10.08	10.10	10.12	10.14	10.16	10.18	10.20	10.22	10.24
Canton Arr.	11.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sham Chau Dep.	7.13	7.59	10.34	11.21	11.49	12.33	1.49	2.33	3.49	4.47	5.43	6.43	7.43	8.43	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43	6.43
Sheung Shui Dep.	7.30	8.08	10.43	11.30	11.58	12.42	1.58	2.42	3.58	4.56	5.56	6.56	7.56	8.56	9.56	10.56	11.56	12.56	1.56	2.56	3.56	4.56	5.56	6.56
Fanning Dep.	7.35	8.13	10.48	11.35	12.03	12.47	1.33	2.17	3.33	4.31	5.31	6.31	7.31	8.31	9.31	10.31	11.31	12.31	1.31	2.31	3.31	4.31	5.31	6.31
Market Dep.	7.40	8.18	10.53	11.40	12.08	12.52	1.38	2.22	3.38	4.36	5.36	6.36	7.36	8.36	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.36	6.36
Tai Po Dep.	7.45	8.23	10.58	11.45	12.13	12.57	1.43	2.27	3.43	4.41	5.41	6.41	7.41	8.41	9.41	10.41	11.41	12.41	1.41	2.41	3.41	4.41	5.41	6.41
Shatin Dep.	7.53	8.31	11.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yau Ma Tei Dep.	8.08	8.51	11.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kowloon Arr.	8.12	8.57	11.32	12.01	12.48	1.33	2.25	3.44	4.44	5.44	6.44	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.44	7.44

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## INSECT DRAMAS IN THE MAKING.

### PARASITES BRED FOR EXPORT.

#### MAKING GOOD NATURE'S CAPRICES TO BENEFIT FARMERS.

The layman does not look for drama in entomology, which he is inclined to regard as a very matter-of-fact science; but if he cared to plumb some of the secrets of the Farnham Royal Parasite Laboratory, founded by the Imperial Bureau of Entomology three years ago in a charming country house in the heart of "beechy Bucks," he would encounter another "insect play" quite as fascinating as Copek's.

Here, for example, is one little drama disclosed by a visit there, says a writer in the *Observer*. Far away in Western Canada a pest known as the wheat stem sawfly has been inordinately busy, to the detriment of the crops. At present experts out there are "dosing" the wheat with a liberal supply of a certain parasite which destroys that particular pest. This parasite, by the thousand, has actually been bred for export in the charming country house at Farnham Royal.

Before this invaluable work could be inaugurated corn stubble containing the sawfly, together with its parasite, had to be brought over from Europe. Why Europe? Because there the two insects are found inhabiting the same plant. Not so in Canada, curiously enough. When the sawfly attacks grass in Canada the parasite is there to attack it in turn; the parasite will not follow its host into the corn!

A pretty caprice of Nature calculated to elude the entomologist! But the entomologist—that is, the Farnham Royal expert—merely says: "Very well, Master Sawfly, since there are no parasites to spoil your little game in Canada, we'll just have to get some from Europe, breed them up, and send them there."

And that is what Farnham Royal has done and is doing.

#### Saving Apple Crops.

Dr. George Salt, in the absence of the Superintendent, Dr. W. R. Thompson, indicated many such little dramas of the insect world in a tour of the laboratories, insectories, and garden. One room, for instance, was devoted almost entirely to the *Acopaster* and *Ephialtes*, two minute parasites which prey on the codling moth, the first upon its egg, the second upon its larva.

This codling moth does a lot of damage to apple crops, notably in Canada, Australia, and Cyprus. At Farnham Royal it is encouraged to do as much damage as it possibly can. It lays its eggs on paper; each egg is "mounted" on a fragment smaller than a piece of confetti, and the fragment is carefully pinned to the apple so that there shall be no mistake about the larva emerging and doing its work. While it is doing its work the parasites get busy doing theirs, and are painstakingly "harvested" for export in the process.

"You see," remarked Dr. Salt casually, "each parasite destroys between 100 and 200 moths; the moth multiplies 100 times each generation; with these 300 trays, each containing fifteen apples, we can turn out about 10,000 parasites in each generation. We get two generations a year, and hope to get three. That will give us an output of 15,000 to 20,000 parasites." And across the wide seas these parasites go to enlarge the bounty of Dominion and Colonial orchards—sometimes in cold storage, sometimes coiled in strips of corrugated cardboard, each corrugation forming a safe "cell."

In "constant temperature" chambers, automatically controlled and humid as the tropics, we found cultures of the friendly parasite *Microbracis*, which had come all the way from Egypt, together with its host, the pink bollworm pest, which batten on cotton. The parasite passed through one generation here, and then its progeny is sent out to Barbados.

#### Parasites' Foster-Mother.

Remarkable, indeed, seemed the case of another friendly parasite, *Trichogramma*, which was being reared to combat the sugar cane borer pest in the West Indies. Farnham Royal had no natural host, the borer itself, to work upon, so it was rearing these parasites on an artificial host, a species of flour moth, which served as a kind of foster-mother! The eggs of this moth looked little bigger than specks of dust, but those in which the parasite was busy showed black instead of white. "We can produce about 500 of these a day, and there is a six to twenty fold increase per generation," was Dr. Salt's comment. "One man in Barbados, Mr. R. W. E. Tucker, liberated no fewer than 20,000,000 of these beneficial parasites last year."

An important part of the Farnham Royal research is, of course, devoted to finding parasites which, while being beneficial in one particular way, will not be harmful in others, in which case the cure might be worse than the ill. One insect was found, for example, which attacked blackberry right enough, but went on to attack apple and raspberry also. Naturally, he was relegated in favour of a certain beetle which bores into the stem of the blackberry and stops at that. Either in "lab" or outdoor insectary which shields plants and pests from all interference, the life history of every insect is patiently studied, and subsequently recorded.

The woolly aphid which infests apple-trees, the scale of the hawthorn twig, the futed scale of the citrus fruits, a moth which attacks larch trees—parasites, or predators to fight these and other pests—were being sedulously cultivated for export.

#### Pet Parasites.

Perhaps the most remarkable creature at Farnham Royal is *Rhyssa*, an insect with a thin, flexible ovipositor which can actually penetrate the hard wood of the silver fir tree, using its body as a lever. In New Zealand silver firs are frequently spoilt for use by the activities of a pest, *Sirex*, the larva of which bores into the wood. But it has to reckon with the uncanny instinct and power of *Rhyssa*, who divines the presence of the larva beneath the surface, drives its ovipositor deep into the wood, stings the larva, and lays its own egg in the concealed tunnel. *Rhyssa*, accordingly, has become a special "pet" at Farnham Royal, and is on view in a glass case.

In addition to its director, Sir Guy Marshall, and its superintendent, Farnham House is staffed by four entomologists, two botanists, a secretary, Mr. R. C. Jeffery, a few garden hands, and a carpenter, who is continually fabricating new devices for keeping the insect family safe and sound as it emerges into the light of research. To date it has shipped some 333,000 beneficial insects of twenty-one different species to a dozen different countries. At present it has seventy-two separate projects in hand: it is always being approached to undertake new ones for some remote part of a Dominion or Colony.

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AGENTS,  
2, QUEEN'S BUILDING.

## Diary of Coming Events.

### To-day.

(August 6.)

Queen's Theatre: "Hollywood  
Revue."

World Theatre: "Westward Ho,"  
Part 3 (Chinese Film).

Star Theatre: "Side Show of  
Life" and Acrobatic and Classical  
Dancing by Rowina and Dandolo.

Central Theatre: "Charming  
Sinners."

Majestic Theatre: "Three Sin-  
ners."

Green Island Cement Co. Extra-  
ordinary General Meeting, 11.30  
a.m.

Tennis:—Mixed Doubles: Recreo  
v. University T.O.

Water Polo:—1st Div.: C.B.C. v.  
R.A.; 2nd Div.: Somersets v.  
Fukien Club.

Dinner Dance: Hong Kong  
Hotel, 8.30 p.m.

Tides: High, 7.03 a.m. and 10.04  
p.m.; Low, 12.01 a.m. and 2.41 p.m.

Queen's Theatre: "Hollywood  
Revue."

World Theatre: "Shakedown"  
and "Virgin Queen."

Star Theatre: "Fighting Love."  
Central Theatre: "Dangerous  
Curves."

Majestic Theatre: "Three Sin-  
ners."

Lammert's Auction of Postage  
Stamps, 5.15 p.m., Salesroom.

Water Polo:—1st Div.: Kowloon  
S.C. v. Somersets; 2nd Div.: Kow-  
loon S.C. v. V.R.C.

European Malls:—Outward:  
Europe via Siberia (Empress of  
Japan), 10 a.m.

Tides: High, 7.51 a.m. and 10.32  
p.m.; Low, 12.56 a.m. and 3.16 p.m.

Friday.  
(August 8.)

Queen's Theatre: "Harmoty at  
Home."

World Theatre: "Shakedown"  
and "Virgin Queen."

Star Theatre: "Fighting Love."

Central Theatre: "Dangerous  
Curves."

Majestic Theatre: "Three Sin-  
ners."

Lammert's Auction of Household  
Furniture, Salesroom, 2.30 p.m.

Annual Meeting: L.K. Football  
Club (Messrs. Jardine, Matheson &  
Boardroom, 5.30 p.m.).

Promenade Concert at Volunteer  
Headquarters, 9.20 p.m.

H.K. Cricket Club, "At Home,"  
8.30 p.m.

Dinner Dance: Peninsula Hotel,  
8.30 p.m.

European Mail:—Outward:  
Europe via Marseilles (Haruna  
Maru), 6 p.m.

Tides: High, 8.33 a.m. and 10.56  
p.m.; Low, 1.49 a.m. and 3.49 p.m.

Saturday.  
(August 9.)

Queen's Theatre: "Harmony at  
Home."

World Theatre: "Shakedown"  
and "Virgin Queen."

Star Theatre: "Fighting Love."

Central Theatre: "Dangerous  
Curves."

Majestic Theatre: "Three Sin-  
ners."

Lawn Bowls:—Div. I.: Kowloon  
Dock v. Taikeo; Craigengower v.  
Civil Service; Bowling Green v.  
Police; Kowloon C.C. v. Club de  
Recreio; Div. II.: Club de Recreo  
v. Electric R.C.; Taikeo v. Kow-  
loon C.C.; Civil Service v. Bowling  
Green; Yacht Club v. Craigengower.

Ten Dance: Peninsula Hotel, 8.30  
p.m.

Dinner Dance: Repulse Bay  
Hotel, 8.30 p.m.

Tides: High, 9.07 a.m. and 11.17  
p.m.; Low, 2.38 a.m. and 4.21 p.m.

European Mail:—Inward:  
Europe via Negapatam (Kashima  
Maru). Outward: Europe via  
Siberia (Kashima Maru), 3.30 p.m.

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### Where to have Tiffin

To-day?

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### MENU.

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## Expensive.

The United States authorities estimate that motor accidents cost them \$500,000 every twenty-four hours.

## Sheer Forgetfulness.

Every year, it is reported, more than a thousand cars are left in the streets of Paris by owners who have forgotten them or by thieves who have abandoned stolen vehicles.

## British Labour.

It is understood that a London firm has obtained the contract for the construction of 250 miles of roads in various parts of Roumania, at a cost of more than £2,000,000.

Of a total of 24,350 cars in use in Ceylon on May 31, 1930, 8,296 were of British and 11,223 of American manufacture.

## The Ford Schools.

Training schools for boys are to be established by the Ford Motor Co., Ltd., both in England and in Russia, and will be run on similar lines to those already in existence at Highland Park and Dearborn, Mich., U.S.A. The English school is to be established at Manchester, but will later be transferred to a point adjoining the new Ford works at Dagenham.

## Rapid Battery Charging.

In days gone by charging a battery was often a long and tedious process, the time taken being anything from 24 hours to 48 hours. With what is known as the constant potential system a number of batteries can be charged in parallel, each one taking just the amount of current it requires, the result being that an ordinary battery can be fully charged in eight hours.

## Removing the Head.

One of the most certain ways of damaging the cylinder head gasket when "decking" is to lever the head off with screwdriver or chisel. This method of removing the head not only necessitates a new cylinder head gasket, but very often takes longer owing to the fact that the head comes off slanting and will certainly jam. The simplest method is to undo all the nuts one or two turns and then—after taking great care to see that the magneto is switched off—swing the engine. The compression is very often enough to raise the head.

## Test Your Thermometer.

I have come across two cases within the past few months of drivers being rather badly let down by a radiator thermometer, writes "Focus" in *The Light Car and Cyclecar*. The first indication they obtained of the defect being when huge clouds of steam from the overflow pipe led to the discovery of violent boiling. In view of the fact that the thermometers concerned in these two cases were of a totally different type, one fitting in the filler cap and the other being a dial-reading instrument connected to the fan-cooled by a capillary tube, it seems that the moral is to test one's thermometer from time to time make sure it is not lulling one into a false sense of security, especially in hot weather.

## "LIMIT OF ROAD SPEED REACHED."

## WITHDRAWAL FROM RACING-TRACK.

## CAPT. BARNATO NOT TO COMPETE AGAIN.

A famous British racing motorist and a famous British motoring firm have suddenly abandoned racing while both are at the height of their prowess. They are Captain Woolf Barnato, and Bentley Motors, Ltd. "I have finished," said Capt. Barnato. "I am not racing cars any more."

Mr. J. K. Carruth, a director of Bentley Motors (of which Captain Barnato is chairman), said:—

"Captain Barnato believes the time has come for younger men to uphold the racing prestige which he and others have helped to gain for Britain in the eyes of the world. 'I understand he is continuing to race motor-boats on the Welsh Harp."

"The reason the firm have decided not to race is that we think the safe limit of speed for modern roads has been reached."

"It is no use making faster and faster cars for the roads of to-day, and in the interests of the safety of the general public we are declining to raise the speed of the Bentley car any higher."

## Little More to Learn.

An official statement issued by the firm says:—

"Racing experience has been invaluable. It is now felt, however, that sufficient data have been acquired. There is little more to learn either in speed or reliability at the present moment."

"The firm's entries for the Irish Grand Prix at Dublin next month are withdrawn; and Bentleys will not race at Le Mans next year."

"Should conditions change within the next year, or two we shall reconsider our position."

Capt. H. R. S. Birkin, a well-known racing driver who owns several Bentleys, announces that he is in no way affected by the firm's decision.

## Fearless "Skidder."

Captain Barnato is one of the finest racing drivers in the world. At Brooklands and in road racing he has won international classic races time and again.

His most recent success was at Le Mans, when, after a terrific duel with Caracciola, who was driving a Mercedes, Captain Barnato (partnered by Commander Glen Kidston) won the Grand Prix d'Insurance, which is still the world's most arduous race.

Only a week or two before he won the Double Twelve race, organised by the Junior Car Club at Brooklands.

Many have watched him skidding at 130 miles an hour. The skids were deliberate, and were part of the technique which enabled him to corner a degree faster than most other drivers.

## IS A STEAM-WAGON A MOTOR-CAR?

## BENCH HOLD THAT IT IS.

An interesting point of law was raised at Epsom, Port recently in a police prosecution against a steam wagon driver, who was charged with making excessive noise.

Mr. Pidgeon (Liverpool), solicitor, submitted that a steam wagon was not a heavy motor-car, but the police contended that it was the Bench upheld the view that the case came under the Motor-car Act.

Mr. Pidgeon submitted that the Act related to motor-cars up to four tons and challenged the police to show that a steam wagon weighing over five tons could come under the regulations.

Superintendent Emsion said a steam wagon had to show identification numbers like a motor-car and was a much a motor-car as was a motor-cycle.

Mr. Pidgeon asked if the police would amend the summons, but Superintendent Emsion declined. The driver of the steam wagon was fined ten shillings.

## REAL MYSTERY CARS.

## COMPLICATED ELECTRICAL EQUIPMENT.

I wonder, writes "Focus" in *The Light Car and Cyclecar*, how many of us really understand the electrical equipment of our cars? Not 10 per cent., probably. It is true that the reliability of modern system makes it unnecessary for us to know the details of the dynamo winding or how to rewire a cut-out, but I think we should be given rather more information than is to be found in the average instruction book.

I sometimes wonder whether the normal system on a car is not unduly complicated; possibly this is unavoidable, but it could, at least, be explained fully. There are plenty of drivers whose wireless knowledge would enable them easily to grasp the wiring system of their cars.

Diagrams and so on are issued by most makers, but I suggest that they are not nearly so comprehensive as one could wish.

## GIANT SPEEDWAY ON THE WASH.

## TREASURY GRANT OF TIDAL LANDS.

## WORK "MAY BE STARTED SOON."

Motor speed kings may soon be able to make their bids for world records in England instead of going to Daytona Beach.

A communication has been received by the Automobile Racing Association to the effect that the Lords Commissioners of the Treasury are prepared provisionally to make a grant of tidal lands for the Association's Wash speedway scheme.

The grant would be at a price which, it is understood, is considered to be satisfactory to the Association. Eight thousand acres are involved in the grant, while another 2,000 acres of privately owned land will be included in the scheme. This smaller section is the property of 47 frontagers, with whom the Association has been in negotiation.

"Our proposals to these frontagers have met with cordiality,"

said an official of the Association. "The grant results from the Board of Trade inquiry held in Boston in January, when the whole scheme was considered. Following the investigation we were informed that the Board of Trade could definitely approve of the scheme from an engineering standpoint."

The next stage will be for the directorate of the Automobile Racing Association to consider the Treasury's offer, which will almost certainly be accepted. In that event work may be commenced quite shortly. The scheme will, it is estimated, provide employment for 3,000 men for eighteen months to two years.

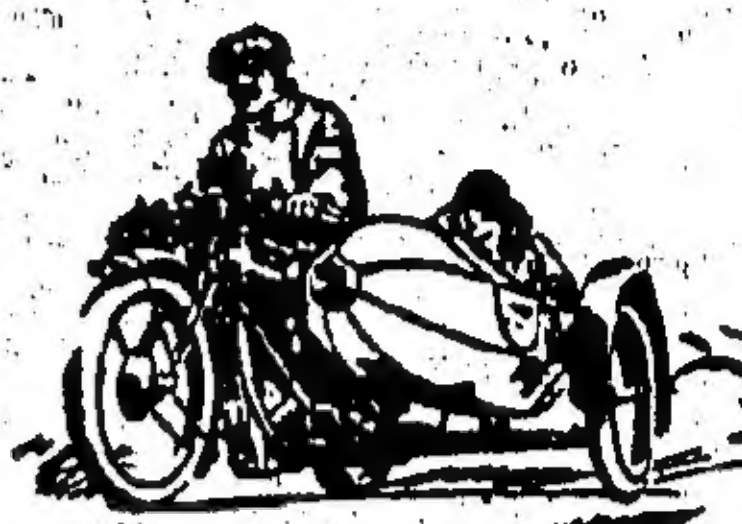
"The proposal is to build a straight concrete track nearly fifteen miles long and 200 yards wide along the north shore of the Wash. A monster breakwater 31ft. high will be built from Skegness to Freiston, Lincs, and this will reclaim a stretch of the Wash fifteen miles long and a mile wide."

"On this will be constructed a monster speedway twice the length of Daytona Beach, on which world speed record bids can be made. The scheme also provides for a waterway for motorboat trials, and a T.T. track eight miles in circuit which will contain replicas of the most famous hairpin bends and tortuous corners in the world. Staid accommodation will be provided 200,000 spectators."

## ENJOY YOUR SUMMER TOURING

## ON AN "UNAPPROACHABLE"

**Norton**  
REGD TRADE MARK



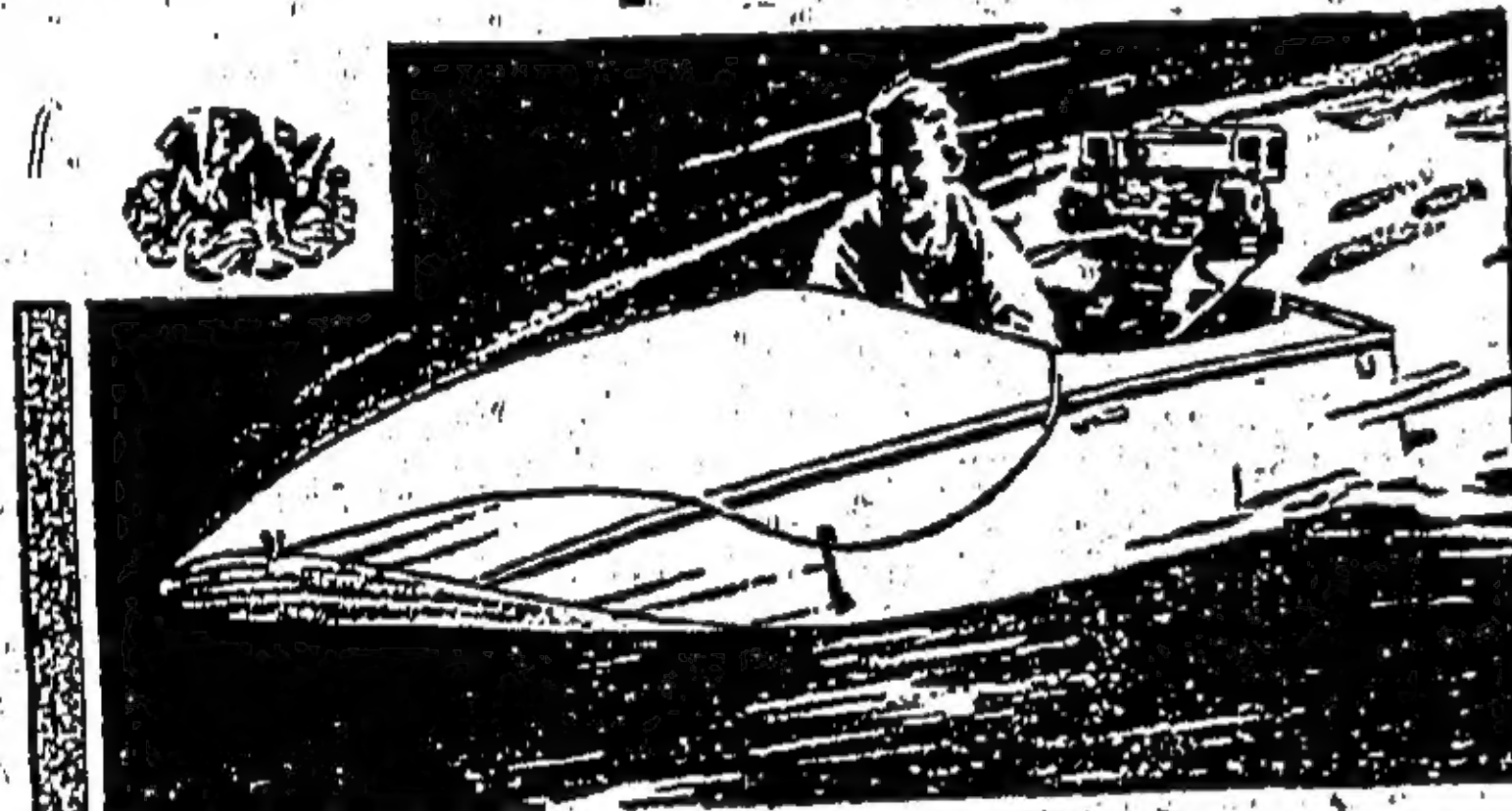
The Ideal Machine that brings you to the choicest spots in the shortest possible time with comfortable and safe riding.

Easy payment arranged

**SINCERE'S**

SOLE AGENTS.

**49 m.p.h., plus!**



**RIDE the WATER**

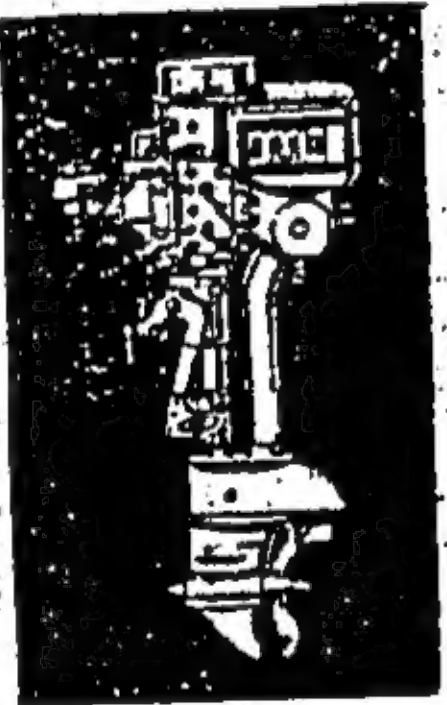
at Express Train Speed with a Sea-Horse, World's Champion Outboard Motor

FOR speed look to Johnson Sea-Horses. These outboard motors now hold more existing speed records than all other makes combined. A Sea-Horse "32" has skimmed across the water at the amazing speed of 49.34 miles per hour!

The dependability of Sea-Horses is as well known as their speed, due to the roller bearings, case-hardened parts and precision workmanship as exact as in fine motor car engines.

Great features like Full Pivot Steering, Release Charger for sure easy starting, Water-cooled Underwater Exhaust, etc., which no other outboard motors enjoy, explain why the Sea-Horses outsell all other makes combined.

Call or write for color-illustrated catalog, showing Johnson's complete line of Boats and Motors, now offered with electric-starter plus auxiliary rope-starter or with rope-starter only.



Four-Cylinder Sea-Horse "32" \$325  
Electric Starting  
Optional at \$35  
Master of all outboard motors. Holds the American record of 49.34 m.p.h.  
See, other Sea-Horses, \$125 up. P. & H. Factory. Partial payment terms.

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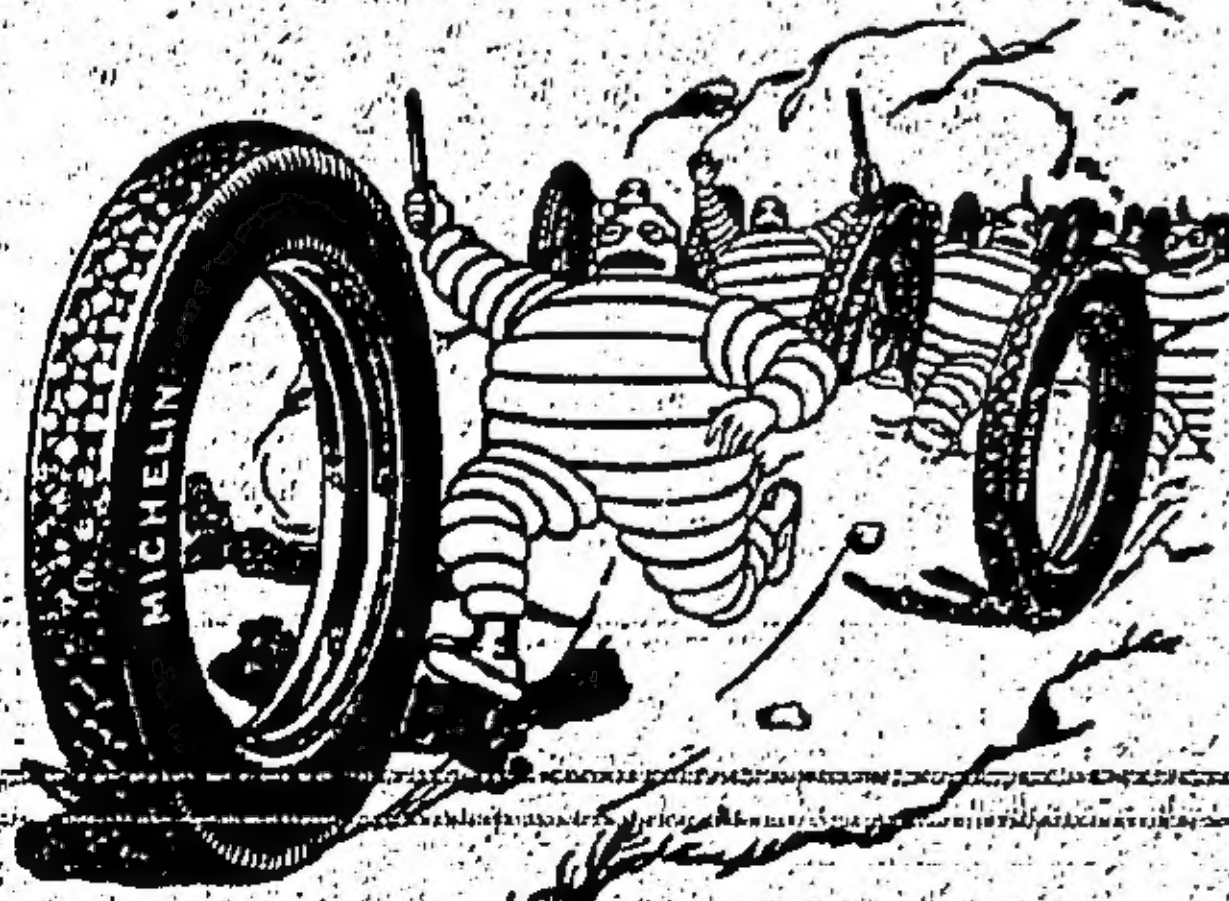
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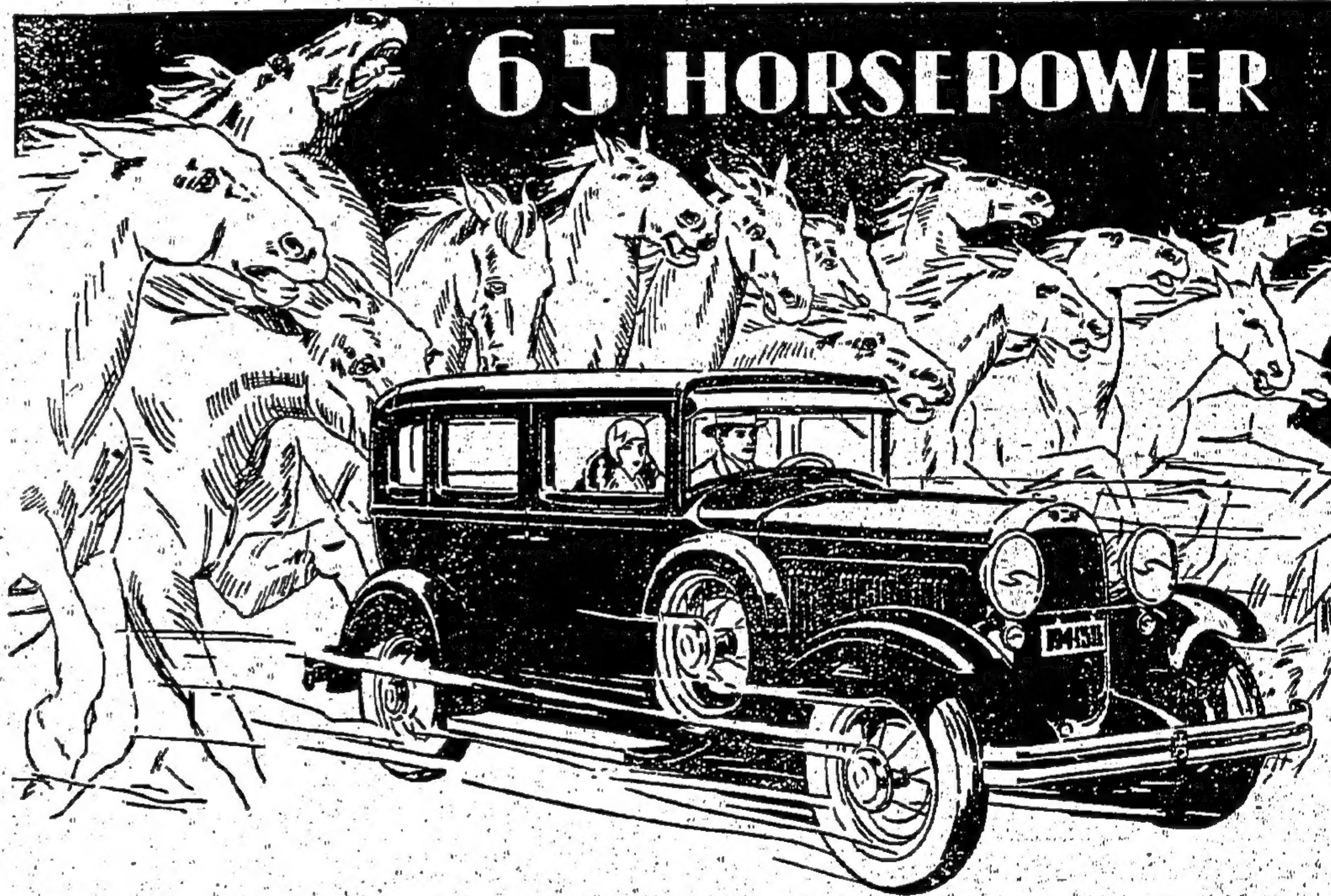


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China Building, 4th Floor.

1 DEPOT: FIAT GARAGE, 87, DES VERTS RD., CENTRAL.



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Sedan de Luxe \$3,500  
Sedan . . . . . 3,250  
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Roadster de Luxe 3,150

**70** Miles  
OVER Per  
Hour

The New Willys Six will crawl along at 3 miles an hour in high gear—quickly and quietly pass 70 in high—or exceed 45 in second.

Yet even at its top speed the Willys Six engine does not labour.

Vibration has been minimized by rubber insulating. The 65 horsepower en-

gine, new hydraulic shock absorbers add relaxing comfort.

To these unseen features Willys-Overland have added attractive outward beauty. Inbuilt strength and sturdiness have been artfully tempered to allow a charming jaunty line. Rich upholstery fabrics, silver-tooled hardware and handsome woodwork provide a delightfully pleasing colour contrast to the smart exterior finish.

No car so moderately priced has ever contained so many costly features.

Inspect, Drive and Compare. Your Willys-Overland dealer will gladly arrange a demonstration.

**The WILLYS SIX**

(All prices and specifications subject to change without notice)

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**LANE, CRAWFORD, L.D.**  
MODERN MOTOR SERVICE

**MOTOR NOTES.****MOTORCYCLISTS  
AND SUNDAY SPORT.****ENGLISH CLUBS DIS-  
APPROVE.**

That Sunday sporting events in the motor-cycle world do not meet with the approval of responsible opinion in the ranks of motorcyclists is evidenced by a leading article which appears in a recent issue of *Motor Cycling*. The following are extracts:—

"The views of *Motor Cycling* on Sunday competitions are well known. We have never hesitated to say that to run a trial through a populous district on a Sunday is to add to the unpopularity of motorcyclists with the general suburban public, whilst grass-track meetings and kindred forms of sport are naturally open to the same objection when held on that day.

"We are glad to learn that the line that we have taken is receiving the support of the clubs. During the past week we have received communications from the Sunbeam M.C.C. and the West Kent M.C.—two of the leading clubs in the London area—in which they inform us that they have resolved to withhold their support from any competitive road events held on Sundays in Kent, Surrey or Sussex, in which the first man is scheduled to finish after 10 a.m.

"It is not too much to say that the timely move of two of its principal constituents has altered for the better the entire situation in the South-Eastern Centre, and a powerful blow has certainly been struck on behalf of the best interests of motor-cycling sport in the southern countries. We need hardly add that we look for similar declarations of policy from other clubs, now that the lead has been so firmly set."

**THE FIAT CAR.****SIGNIFICANT SUCCESSES  
OVERSEAS.**

Fiat cars have recently scored several brilliant successes in both Africa and Australia.

In Africa the Easter Tourist Rally, a big reliability trial organised by the Shell Co., was won in splendid style, and for the second time, by a Fiat car. This trial is run on very similar lines to the principal European contests of the same kind (Monte Carlo Rally, San Remo meeting, etc.), that is, the classification is based on a number of different factors, amongst which are the distance actually covered, speed, and the number of persons carried.

This year a model 521 Fiat, driven by Messrs. Cohen and Scali, was classified absolute first, whilst a little 500 Fiat, driven by Mr. Palermo, Managing Director of Messrs. P. Adam & Co., Fiat Concessionaires for Algiers, and Mr. Capponi, Works Manager of the same firm, was awarded second place.

These two cars covered, in less than two days, the 1,400 miles between Mogador (a small town on the Atlantic coast, in eastern Morocco) and Biskra, the rallying point, crossing the Atlas mountains, at racing speed.

Whilst the news of this splendid success was being cabled from Algiers, from Melbourne were announced further striking Fiat victories. This time it was the latest Fiat model, the "514," that focussed attention upon itself at the Antipodes, manifesting in an unmistakable manner its superior class. In the important annual events organised by the R.A.C. of Melbourne, Mr. K. Riordan who last February won the Mount Martha hill-climb on a 509 Fiat, made the fastest time in his class for the flying half-mile, driving a brand new 514 Fiat.

The same car also took part in the two days' reliability trial, on April 4 and 5, over a most difficult course of 550 miles, and was awarded maximum marks for its regular running and the perfect mechanical condition in which it finished.

These successes serve to show once more that Fiat cars are not only known and appreciated all over the globe, but that their superiority asserts itself more and more in every country.

**"SPEED-COPS" IN BRITAIN.****ANNOUNCEMENT IN  
PARLIAMENT.**

Police mounted on motor-bicycles, known in America as "speed-cops," keeping a look-out for the road-hog and able to chase and catch him, will shortly be a feature of the British high-road.

Mr. Herbert Morrison, the Minister of Transport, announced during a debate on the Road Traffic Bill, in the House of Commons last month, that he will place Road Fund money at the disposal of the police to equip and maintain motor-bicycles, or fast motor-cars, for traffic vigilance.

Mr. Morrison had this shot in his locker when he let the House decide by a free vote on the report stage of the Bill whether the twenty-miles-an-hour speed limit for motor-cars carrying fewer than eight passengers should be abolished, or whether a new speed limit of thirty-five miles an hour, which Dr. Salter proposed, should be adopted.

**Two Votes to One.**

The House decided by two to one that the speed limit should be abolished. Dr. Salter's motion being defeated by 180 votes to 99, a majority of 81. The Government's proposal to abolish the speed limit has been challenged at every stage of the Bill, but it is now certain that the speed limit will disappear.

**MODERN MOTOR-CAR  
IS EASIER TO DRIVE.****DRIVING SIMPLIFIED.**

In a by-gone day the man or woman who could drive a motor-car was considered somewhat of a craftsman. To be able to drive was to be possessed of an unusual ability. And the woman who drove her own car was an unusual personage. But to-day all that has changed. Driving is almost second nature to millions, and the woman driver has won her laurels.

And why shouldn't driving be easy? Inquires officials of the Willys Overland Company. Certainly everything has been done to make it easier for the driver, they say.

**Finger-Tip Control.**

"We do not want to detract from the driving ability of millions of people," says a recent Willys-Overland statement. "Certainly they have learned rapidly and are to-day highly efficient motor-car operators.

But, on the other hand, driving has been made easier. Just take such things as the 'Finger-Tip Control,' where various driving operations are performed merely by the pressure of the fingers or a twist of the wrist. All Willys-Overland cars have this feature. And the new Willys Six and Willys Eights, and also the Willys-Knight and Whippet lines, have this and many other conveniences and driving aids.

**Gear-Changing.**

"The gear-shift lever is more accessible, shifting gears is easier because gears mesh better to-day, and the clutch in use now is a splendid piece of mechanism. The new type steering-gear makes steering a simple process, and shock absorbers have reduced the jar and done away with the bumps. To-day drivers have four-wheel brakes and every imaginable safety feature. At night bright, powerful head lights illuminate the road, and a dashboard with the shaded indirect lighting permits the driver to observe his speed and read the other gauges on the dashboard to appraise himself of just how his car is operating.

**All in the Driver's Favour.**

"Tires last longer and 'render more trouble-free mileage than ever before so that changing a tire is to-day an infrequent task. Moreover, in case one does have to do this, the job is easy. As a matter of fact, everything is in the driver's favour, and there is no reason why any persons possessed of good eyesight, the use of his limbs, and the ability to think can not operate a motor-car. It's easy, and our dealers are teaching hundreds of persons how to drive each week, and they report the job is easier than ever, with many persons learning in three or four simple lessons."

**CAR'S DEFECTIVE BRAKES.****MAN'S ALLEGATION AGAINST  
HIS EMPLOYERS.**

How a Glasgow motor-car driver, John W. McMillan, drove a car from Leeds to Great Smeaton, near Northallerton, on May 10 with brakes that would not act and crashed into a house in turning a sharp bend of the road was de-

scribed at the Northallerton Police Court, when he was fined £5 with the alternative of one month's hard labour. It was stated that he drove round the corner at a speed of 40 to 45 miles an hour.

McMillan, in a letter to the Bench, said that when the brakes were tested by the supervisor at his firm's depot at Leeds they were found to be defective and the supervisor said, "They are not fit for the road," but despite this fact, the defendant alleged, he had to take the car or lose his employment. When he was going round the corner at Great Smeaton the brakes failed to act and he collided with a house.

McMillan pleaded for leniency on the ground that as a result of the crash he had been discharged from his employment.

Superintendent Bywater said that he would inquire into the story about the brakes of the car being defective, but that did not necessitate the man going round a corner at a speed of 40 to 45 miles an hour, especially as he had previously just missed colliding with a bridge.

**NOW  
WATCH FOR  
the RED  
STRIPES**



**INDIA  
HEAVY  
SERVICE  
TIRE**  
for Buses  
and Trucks

**INDIA  
SUPER  
SERVICE  
BALLOON**

Built to Outrun  
-- Outwear Any  
Passenger Car  
Tire made --  
-- BAR NONE



**WE** ARE pleased to announce that we have been appointed exclusive distributor of India Tires—the quality tires with the red stripes—for this locality.

After many years studying tires, we are convinced that India offers the greatest tire values in the world today—either for passenger car service or for heavy hauling on buses and trucks.

Built of the very finest of materials—strong, elastic cord fabric—pure amber friction—firm, long wearing, ground-grip—ping tread—India tires will outwear, outrun any tire made. And their black beauty with the distinctive red stripe adds greatly to the appearance of any car.

With India tires and our complete service, you have double assurance of complete tire satisfaction.

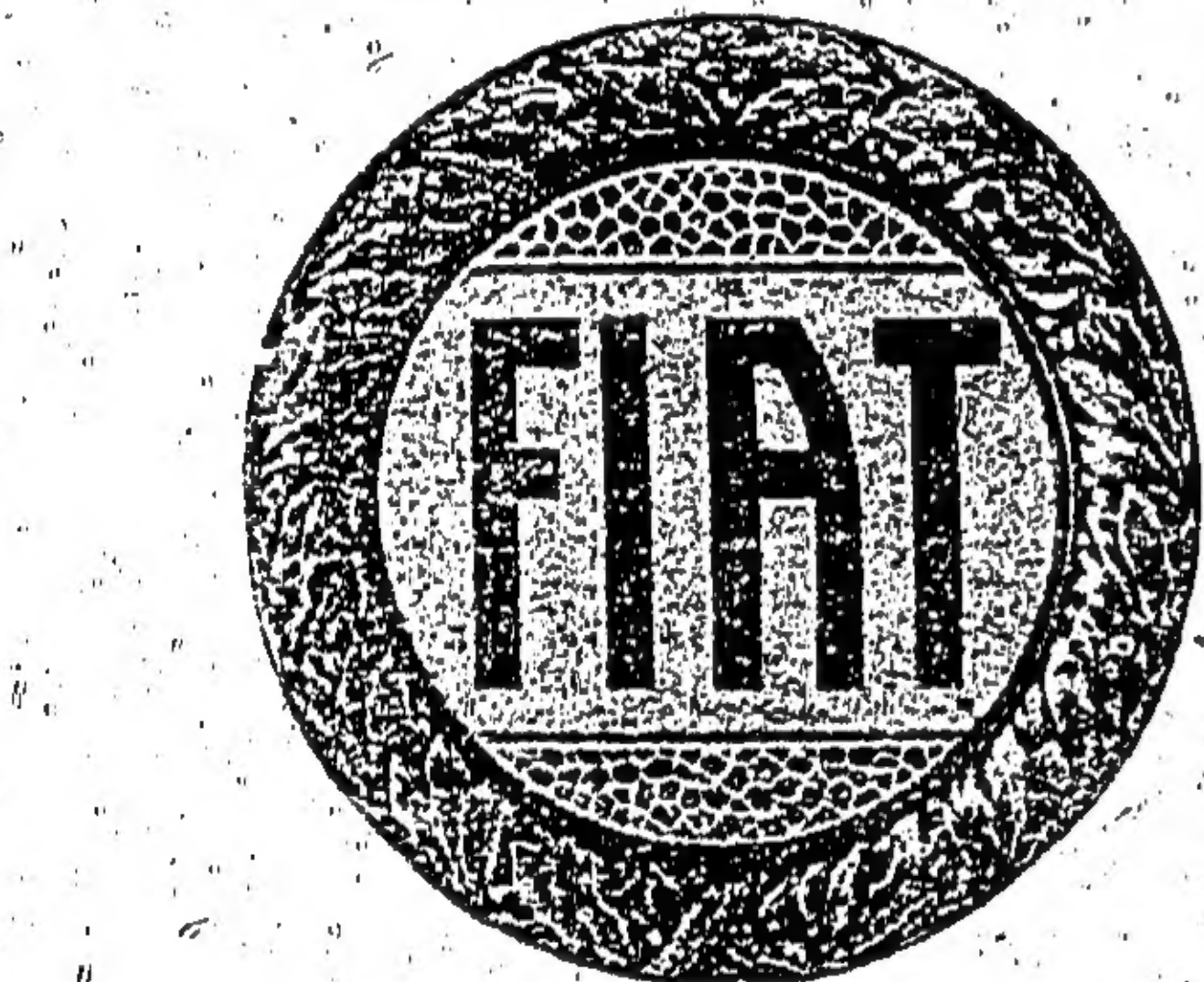
Come in and see this masterpiece of tire construction and our own facilities to serve you.

**W. R. LOXLEY & CO.,**

Telephone:

22285.

York Buildings.



We beg to inform the Public that the new Models

**FIAT 514 4-CYLINDER**  
**FIAT 521C 6-CYLINDER**

are due to arrive on or about the 15th of this month.  
For prices and particulars kindly apply to the

Sole Agents—

**A. Goeke & Co.,**

China Building, 4th Floor. Tel. 22221

or our Distributors.

**Fiat Garage,**

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Kindly watch for further announcement and descriptions in this paper.

**SHELL MOTOR OILS**

"Every drop tells."



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100 HOOVER STREET.  
**FOR PURE MILK**  
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AT MODERATE PRICES



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Splendid Tone  
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MAKE AT ADVANTAGEOUS  
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**LAMBERT BROS.,**  
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**THE**  
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Specialists in  
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**HONG KONG WEEKLY**  
**PRESS.**

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LOCAL NEWS.

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### AN AMERICAN VIEW OF INDIA.

SYMPATHY WITH BRITAIN'S  
POSITION.

Mr. E. J. T. Ingram More,  
Rochester, N.Y., recently sent the  
following letter to the *Weekly*  
*Times*, London, calling attention  
to an expression of opinion on  
the Indian problem, made by a  
well-known preacher:—

In the midst of the present  
touchiness, evident on both sides  
of the Atlantic, which is being fed  
by further inflammatory articles  
in the newspapers of both coun-  
tries, against India's present trouble,  
and which is, moreover, sustained  
by the negative attitude of those  
to whom we would look for con-  
structive thought, it is with relief  
and pleasure that the writer, be-  
ing an Australian resident in  
America, heard a positive note  
struck by such a distinguished man  
as the Rev. Dr. S. Parkes Cadman.  
This occurred during his Sunday  
sermon over the great radio net-  
work of the United States, with  
on a conservative basis, an audi-  
ence of 40,000,000 people.

The writer was so impressed by  
this refreshing statement that he  
wrote to Dr. Cadman asking for  
and receiving permission to for-  
ward the question and his reply  
to your paper, hoping that its  
publication will act as evidence of  
understanding and good will often  
expressed by the serious thinkers  
in this country. The question was  
asked by one of the radio audience  
and I quote it verbatim, together  
with Dr. Cadman's reply:—

Question.—In your delightful  
address on "Life's Loyalties" you  
referred to Washington as having  
been, in a sense, a founder of the  
British Empire. This is no doubt  
true of those splendid free common-  
wealths of Canada, Australia, and  
New Zealand. Is it not, however,  
sadly untrue of enslaved India,  
comprising three-quarters of the  
British Empire, and described by  
that eminent Englishman, John  
Stuart Mill, as "England's cattle  
farm"?

Answer.—By Dr. Cadman.—Well  
India is a great problem, of course,  
from whatever viewpoint it is ap-  
proached, and while it is by no means  
three-quarters of the British Em-  
pire so far as territory is concern-  
ed, its vast and heterogeneous po-  
pulation numbers hundreds of  
millions, including 120 or 130 dif-  
ferent nationalities and tribes, and  
every form of religion from the  
highest theism to the lowest and  
most debauched idolatry known to  
man. If we had a problem like  
India upon our hands, as a great  
and powerful nation, what would  
the United States do with it? And  
if you were to give to India to-  
day, the instruments of freedom as  
we have them here, are you sure  
that, with her vast illiteracy and  
90 per cent. of her people at the  
present level that they are at, they  
would be competent to use those  
instruments?

Take Mexico, with only 18,000,000,  
not like India with 300,000,000 and  
more, and does any statesman in  
America know what is best to do  
with Mexico? If he does, let him  
stand up and say so. The history  
of India, especially since the day  
of British occupancy, has been one  
of progress, a growing sense of  
nationality, and Britain herself  
has fostered the feeling of indepen-  
dence which now threatens her ruin.  
She nursed an opinion which in-  
spired the sword. It is sometimes  
a habit among certain kinds of  
Americans, on every occasion pos-  
sible to derogate and speak with  
disparagement of Great Britain.  
Give me leave to say that when the  
account is struck and well balanced  
the British Empire is the greatest  
force for Christian civilization and  
political freedom in the world to-  
day, and what she cannot do for  
India cannot be done by any  
Power.

It seems to me that so remark-  
ably tolerant and broad-minded a  
statement of opinion would be wel-  
comed by thinking people, so that  
I sincerely hope that you will find  
room in your valuable paper to  
give it expression.

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in Town?

Come to the

**PRINCE'S CAFE**  
(Next to A.P.C. BUILDING)

To-day's Tiffin—\$1.00

- 1.—Prince's Fruit Cocktail
- 2.—Ham and Corns Soup
- 3.—Prawn Salad and Mayonnaise
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- 5.—Stewed Chicken and Macaroni
- 6.—Roast Leg of Pork, Apple Sauce
- 7.—Cold Corned Ox-tongue
- 8.—Strawberry Ice Cream
- 9.—Cheese
- 10.—Dessert
- 11.—Tea or Coffee

**Cold TIFFIN 75 cts.**

Good Consommé  
Cold Roast Beef or Mutton  
Cold Boiled York Ham  
Cold Roast Chicken  
Potato Salad and Mayonnaise  
Ice Cream  
Fruits  
Iced Tea

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Direct from the makers. Suit  
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us are distinc-  
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from Finest  
Quality Mater-  
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Irreproachable  
**CUT, FIT and**  
**STYLE and of**  
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Requirements at  
Reasonable Prices

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**PUBLIC AUCTION,**  
ON

**THURSDAY, AUGUST 7,**

COMMENCING AT 5.15 P.M.

AT THEIR SALES ROOM,  
DUDDELL STREET,

**A VALUABLE COLLEC-**  
**TION OF POSTAGE**  
**STAMPS**

Including a Fine Specimen of Hong  
Kong Jubilee Tall K, etc., etc.

ON VIEW FROM WEDNESDAY  
the 6th INST.

TERMS:—CASH ON DELIVERY.

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**FRIDAY, AUGUST 8,**

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AT THEIR SALES ROOM,  
4, DUDDELL STREET,

**A LARGE QUANTITY OF**  
**VALUABLE HOUSEHOLD**  
**FURNITURE**

Comprising:—

Teak Hatstands, Glass Cabinets,  
Chesterfield Couches and Armchairs,  
Desks, Gramophones and Records,  
Pictures, Ornaments, Curios, Electric  
Table Ceiling Fans and Table Fans,  
Carpets, Rugs, Pianos, Wardrobe  
Trunks, etc., etc.

Teak Dining Tables, Dining Chairs,  
Sideboards, with Bevelled Mirrors,  
Dinner Waggons, Ice Chests, Dinner  
Crockery, Glass Ware, Kitchen Utens-  
ils, Stoves, Booking Machine, Show-  
ing Machines, etc., etc.

Teak, Iron and Brass Bedsteads,  
Wardrobes with Bevelled Mirrors,  
Dressing Tables, Chest of Drawers,  
Enamel Bath, Book Cases, Cameras,  
etc., etc.

and

**A QUANTITY OF BLACK-**  
**WOOD FURNITURE**

Including:—

Joss Tables, Curio Cabinets, Tea  
Pots, Jardinières, Chairs, Opium  
Stools, Desks, etc., etc.

ON VIEW FROM THURSDAY, the  
7th August, 1930.

TERMS:—CASH ON DELIVERY.

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RATHER THAN SPEND A CONSIDERABLE  
AMOUNT OF MONEY AT PRESENT RATES  
OF EXCHANGE IN BUYING NEW CURTAINS  
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CARPETS AND RUGS, SPECIALLY  
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to the share market are  
answered on page 12 every  
Tuesday by "Kufan." Let-  
ters should be sent to this  
office, and must be accom-  
panied by the coupon appear-  
ing below, bearing the writ-  
er's name and address, not  
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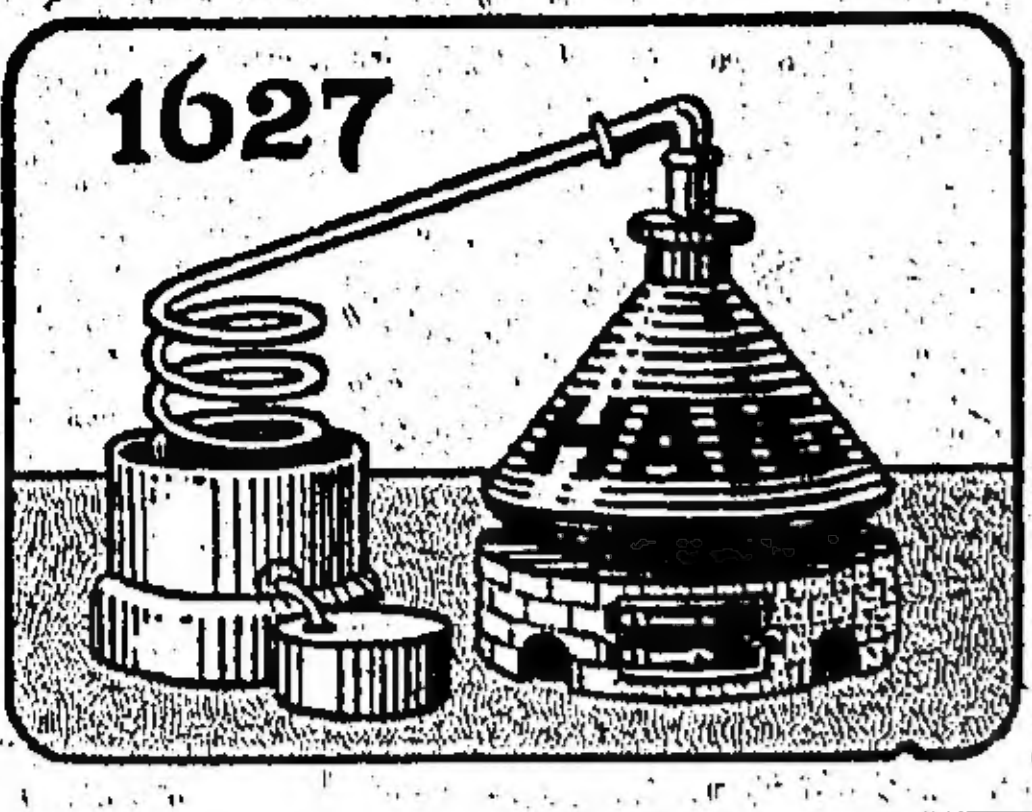


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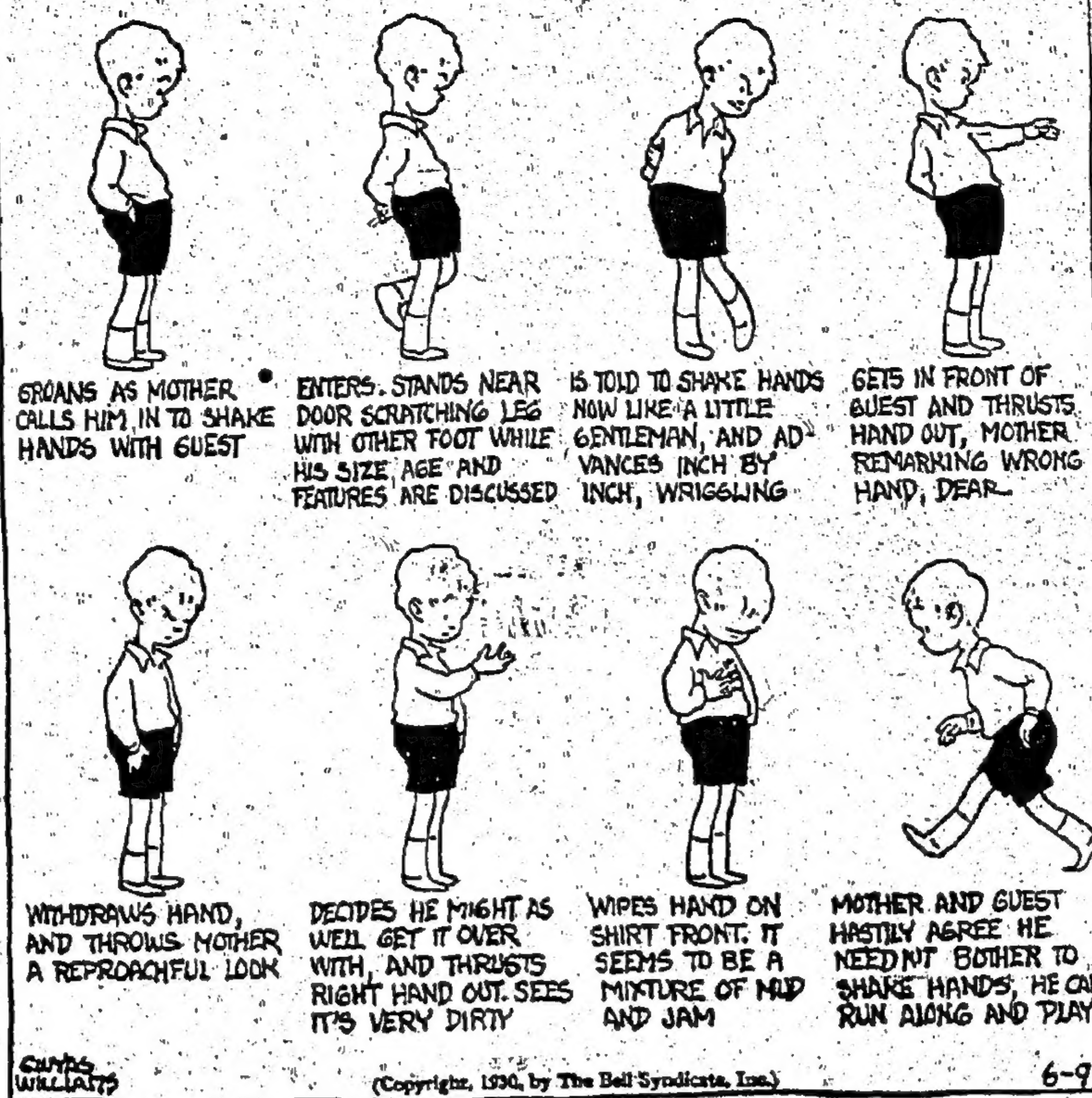
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**SNAPSHOTS OF A SMALL BOY SHAKING HANDS**

By GLUYAS WILLIAMS



**ECHO OF THE TYPHOON.**

**JUNK TURNS TURTLE: TWO PERSONS DROWNED.**

Lam Puk has made a report on behalf of his father, Lam Choi, owner of the trading junk "Choi On," to the Harbour Authorities, to the effect that on July 24, his junk was off a trip from Chan Chuen, Sham Tack District, to Sham Chun, with a cargo of earthenware and bamboo splits. Owing to the typhoon, however, they were obliged to take shelter at Chak Wan at 7 a.m. the same day, with two anchors down.

At about 8 o'clock that evening, the direction of the wind changed to S.E. with increasing force, causing the junk to list to one side. The cargo began to shift and finally the junk turned over. There were ten male adults on board at the time, and clinging to the wreckage, they drifted in different directions and eight of them were picked up the next morning by oyster boats.

Up till the time of making the report, two of the crew, Hung Mak, aged 54, and Lam Shiu Pee, aged 22, are still unaccounted for and they are believed to have been drowned.

The total loss is estimated at about \$5,600.

**UNWELCOME GUEST.**

**TWO WOMEN COME TO BLOWS.**

Arising out of a fight between two women, Ching Pik Kwan took out a summons against Chan Yuk for assault. When the case was down for hearing before Mr. Whyte-Smith at Kowloon Magistrate's yesterday, the complainant intimated that she wished to withdraw the summons, as she had received an apology from the defendant's brother-in-law.

According to the complainant, the trouble arose when she went to defendant's house at 138, Portland Street at 8 a.m. on August 1. The defendant resented the visit and after pushing complainant down, struck and kicked her. On account of this assault, the complainant had a number of bruises and had to be confined in bed for some time.

The defendant told his Worship that complainant had been in the habit of coming to her house, although she had been asked not to do so. On the day in question, they had an argument which developed into a fight.

As desired by complainant, the Magistrate allowed the case to be withdrawn.

**YOUTH HIT BY BUS.**

**SERIOUS ACCIDENT AT ABERDEEN.**

A Chinese youth named Tan Chiu, aged 18, whose address was given as 49, Main Street, Aberdeen, was the victim of a motor accident on Monday afternoon.

He was walking near the Aberdeen Police Station when he was alleged that he was accidentally run into by one of the Aberdeen Bus Company's vehicles. He was thrown heavily on the ground and had his skull fractured.

Picked up in an unconscious state, he was rushed to the Government Civil Hospital where he is reported to be in a critical condition.

**CROWN LAND SALES.**

**BRISK BIDDING YESTERDAY.**

Brisk bidding was a feature of the sale by public auction at the Crown Land Office yesterday of two pieces of land. The first lot, Kowloon Island Lot No. 2372 with an area of about 60,000 sq. feet, attracted some keen bidders and was sold to the Credit Foncier d'Extreme Orient for \$100,000, the upset price being \$87,500. The land is situated at Prince Edward Road and has an annual rental of \$574.

The second lot, New Kowloon Island Lot No. 1403, situated at Cheung Sha Wan Road, was sold to Messrs. Der Sing Chi and Li Wan Yu of 63, Queen's Road Central for \$34,100. The land has an area of about 24,840 sq. feet and its annual rental is \$172.

**TRAFFIC IN OPIUM.**

Soon after the arrival of the s.s. Taishan from Canton, two men were arrested for the unlawful possession of non-Government raw opium.

One man had 22 taels and he said that he was given the stuff by a friend in Canton to bring down here; he did not know what it was. He was fined \$600 or four months' hard labour.

The second defendant, who had 42 taels, was fined \$1,000 or six months. He offered the same excuse as the first defendant.

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**WEDNESDAY TO SATURDAY**  
Daily at 2.30, 5.30, 7.20 & 9.20 p.m.

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**"The SIDE SHOW OF LIFE"**

from the famous novel  
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At 5.30 & 9.20.

**FINAL SHOWINGS TO-DAY**  
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**WORLD**

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THOUSANDS OF OTHER BARGAINS.

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## CHINESE STUDENTS IN BRITAIN.

ADVICE TO PARENTS.

CLAIMS OF PROVINCIAL  
UNIVERSITIES.

Chinese students are beginning to arrive in considerable numbers in this country—in London at the present moment there are 350, as against 150 a few years ago, writes the London correspondent of the North China Daily News.

There are large numbers also in the provinces. It may be, therefore, advisable to set out a few words of warning and guidance to those coming over in future, as this is certainly necessary.

There is an increasing tendency on the part of students who come over, to do so without any adequate prior knowledge of English. This is particularly the case with respect to Government students. As a result they find it almost impossible to follow the lectures at the Universities and elsewhere.

If these students cannot acquire a really good knowledge of English in China they must be prepared to devote themselves, exclusively, on their arrival for three to four months to perfecting their knowledge of the language. Otherwise they will merely waste their time and incur a good deal of disappointment at their lack of progress.

### The Cost of Living.

In the next place parents who send them over must remember that this country is on a gold basis, that the cost of living is high and that the price of silver is very low. They must, therefore, estimate according to English values a sum which will be necessary to keep and educate their sons in this country.

If they intend to send them to Oxford or Cambridge, they will need from £400 to £500 a year; if they intend to send them to the provincial Universities the cost will not be much more than £250.

Of course some students come over with a great deal of money, perhaps too much. In one case I have heard of three boys spending from £5,000 to £7,000 a year. Others have barely enough to live on.

In the case of an ordinary Englishman, it is quite possible to go to Oxford or Cambridge for £250 to £300, though, even then, care has to be exercised, but it should be remembered that English undergraduates go home to live during the holidays, whereas the Chinese have to pay their own expenses during this period, and it is for this reason that the outlay is so much larger in their case.

In the third place much greater care ought to be taken in China in selecting a career for the boys sent over. I know there is one organisation which gives a certain amount of general guidance, but there really ought to be some sort of Advisory Committee which would go into the case of each potential student, see what he is fitted for, and give him very thorough and detailed advice as to what he ought to do.

Fathers now seem to send their sons over to study professions for which they really are not fitted, and for which they often have no inclination. Greater care ought, therefore, to be taken that the boys' tendencies or preferences have full play and consideration.

### The Choice of Universities.

There is also far too great a tendency to send boys to Oxford or Cambridge. Many of the provincial Universities are far better for specialised education and also far cheaper. Medicine is better taught at Edinburgh, textile engineering at Manchester, and mining and metallurgy at Sheffield. I therefore suggest that far greater use should be made of these provincial Universities than is now the case.

Finally, I ought to point out that greater discrimination should be used in sending boys over at the proper age. Some students come over when they are far too old for certain tuition, and they are attached to classes composed of much younger boys.

It is good to themselves or to the class. Fathers who do send their sons here need be under no particular apprehension as to how the boys will fare socially and out of College hours, because, of all foreign students, the Chinese are undoubtedly the most popular and are certainly among the best behaved.

## ALLEGED ROBBERY.

HEALTH BUREAU'S CASE  
RECALLED.

WHO WAS T. K. LEUNG?

At the Central Magistracy yesterday before Mr. H. R. Butters, Siow Cheon Leung of the Health Service and Intelligence Bureau appeared as complainant in a case in which Kwok Chun Shing, an employee of the Bureau was charged with uttering a forged document, to wit, a voucher purporting to be signed by one T. K. Leung for the sum of \$820.

Mr. M. K. Lo appeared for the prosecution, and Mr. F. X. d'Almada, senior, was for the defence.

Mr. d'Almada pleaded not guilty and *autre fois acquit*.

Outlining the case, Mr. Lo said that in view of the defendant's plea it became necessary for him to mention previous proceedings in the Court. In May, said Mr. Lo, defendant was arrested and charged with various offences including a charge "that he, on April 9, being entrusted with monies of the complainant, did fraudulently convert \$500 of such money to his own use."

At the hearing of the case, said Mr. Lo, the learned Magistrate apparently came to the conclusion that the explanation given by the defendant as to how he applied that sum was satisfactory, and that no fraudulent intent to misapply or misappropriate it had been proved, and he dismissed all the charges in that case.

Mr. Lo submitted that the defendant could not and was not imperilled in the earlier case of being convicted for uttering a forged voucher, Mr. Lo said he would argue that unless the defendant could have been so convicted there was no question of *autre fois acquit*.

### Who Signed the Voucher?

Mr. Lo then went over the circumstances which led to the appearance of the voucher in question which is alleged to be signed by Mr. T. K. Leung, a canvasser. Mr. Lo said that he had now evidence to show who affixed the signature on the voucher and the circumstances under which the signature was affixed.

Chang Man Tak, an employee of the Canadian National Railways, stated that he signed the name of T. K. Leung, at the bottom of the voucher. At the time he affixed that signature, the voucher was blank. Defendant is alleged to have explained to him that he had ordered some furniture on behalf of the bureau and that he had lost the receipt. Fearing the displeasure of his employer he had got Chang to sign the name T. K. Leung on a blank form so that the receipt can be replaced. Chang had offered to fill in the form but defendant is alleged to have pointed out that the typewriting would be different.

Chang explained that he first knew the defendant three years ago when the latter went to tea dances at the King Edward Hotel. Witness was an employee there and a friendship sprang up between the two.

Under cross-examination by Mr. d'Almada witness said that the complainant saw him in July, but witness did not tell the defendant anything of that visit because he feared the defendant would again involve him.

The complainant then went into the witness-box, after which the case was adjourned.

## OMISSION TO FILE A SHARE RETURN.

EXTENSION GRANTED BY  
COURT.

An application was made before the Chief Justice (Sir Joseph Kemp) at the Supreme Court yesterday for an extension of time to file a return of allotment of shares in the Asia Coal & Briquetting Co.

In making the application, Mr. Lee D'Almada, jun., referred to an affidavit filed by the secretary of the company, dated July 22, 1929, shares were allotted to Loy Chang, of 103, Yu Yuen Road, Shanghai, but that the return was not filed with the Registrar of Companies within the stipulated time owing to an oversight.

His Lordship accepted the explanation and granted an extension of time for three days.

## TROLLEY OFF THE WIRES.

TRAMWAY MISHAP IN  
QUEEN'S ROAD.

An unusual accident occurred at 10.15 a.m. yesterday which disorganised the tramway service for about half an hour. Car No. 46 was proceeding eastward at the time when the trolley left the overhead wire and the vehicle came to a halt near the Naval Yard gate. The trolley dismantled the electric light wires which are fixed higher up the standard. Another car which followed a few minutes later had a similar experience after passing Murray Barracks and the trolley became entangled with the light wires.

Mr. Glendinning, of the Tramway Company, was observed on the scene soon after the occurrence, and set about the task of getting out of the way by means of a bamboo pole one of the broken wires which was dangling dangerously close to the ground; thus allowing trams which had collected in the neighbourhood to proceed. The wire-repairing gang arrived in the extension ladder vans and cut off the overhanging wire before proceeding to tighten up the stays in the main wire which had been knocked about by the trolleys.

A mild panic was caused among the passengers who were seen to hurriedly leave the cars in the early part of the accident, the action of one man particularly in running away at full speed adding a touch of humour to the scene.

## SANITARY BOARD MEETING

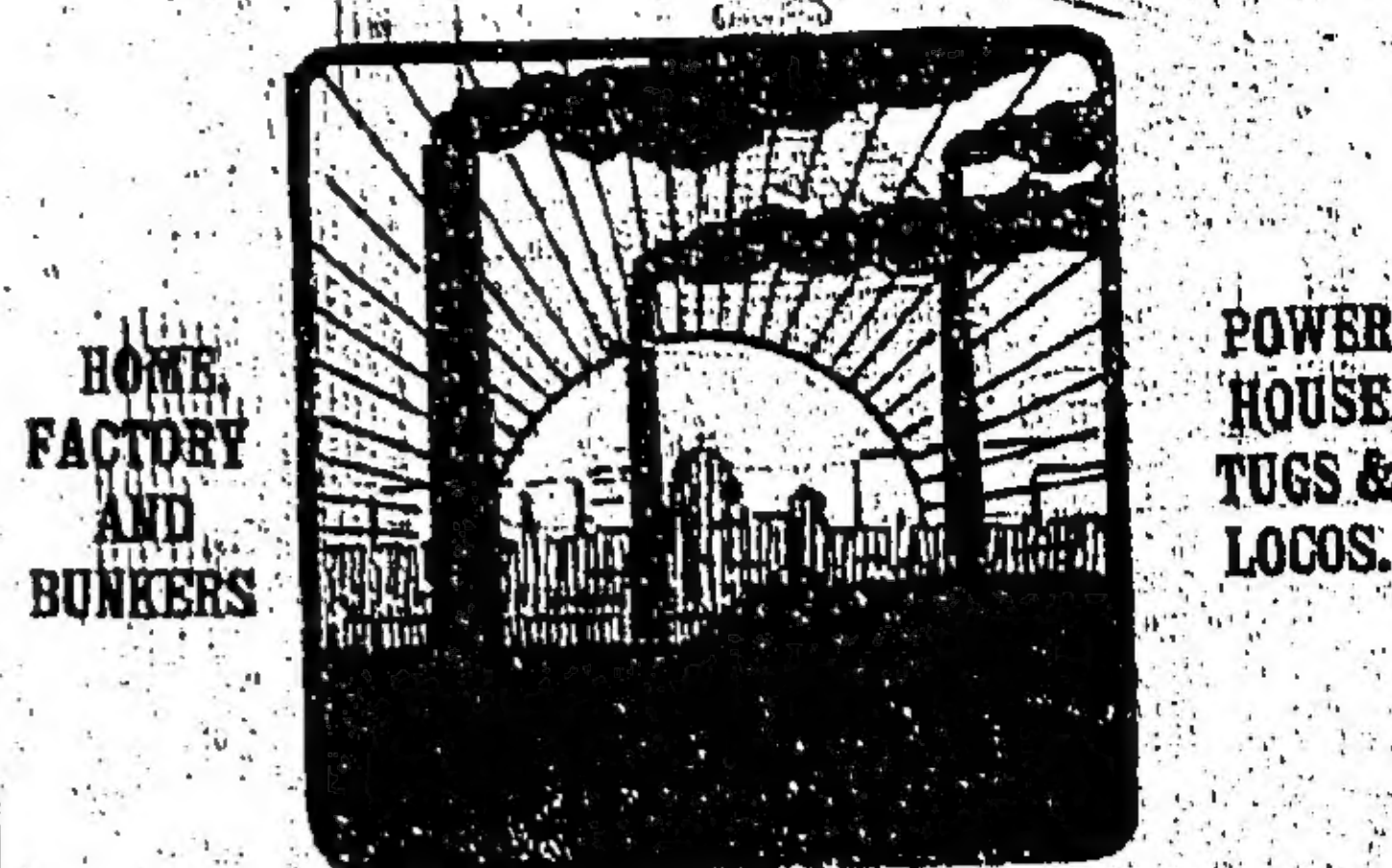
ONLY ROUTINE BUSINESS.

The fortnightly meeting of the Sanitary Board was held yesterday, when members went through the agenda, consisting mostly of applications relating to the erection of water closets in various premises. Other business was of a routine nature and did not call for any discussion.

Attending the meeting were Mr. G. R. Sayer (Chairman), Dr. G. W. Pope (Medical Officer of Health), Hon. Mr. J. P. Braga, Mr. Wong Kwong Tin, Mr. F. C. Hall, Mr. T. N. Chau and Mr. J. Watson (Secretary).

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LTD.



## "ASSET OF THE BRITISH EMPIRE."

### GOVERNOR'S TRIBUTE TO CANADIAN PACIFIC.

#### DISTINGUISHED GATHERING ON R.M.S. EMPRESS OF JAPAN.

A large and very representative gathering of Hong Kong residents was entertained last night on board the magnificent new Canadian Pacific liner Empress of Japan.

From 7.30 p.m. a steady stream of guests found their way on board the liner which was moored alongside the Kowloon Godowns. They were met at the head of the gangway by Mr. Allan Cameron, the general manager for the Company in the Far East.

His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., was one of the earliest arrivals, as were also H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., and Rear-Admiral R. A. S. Hill.

His Excellency in proposing the toast of the Empress of Japan and the ship's company, paid a glowing tribute to the C.P.R. in a very happy speech, and said the Canadian Pacific was a company "we all recognise as a very big asset of the British Empire."

### FIFTY-EIGHT DAYS ROUND THE WORLD.

His Excellency the Governor sat at the official table, others on that table being, Captain S. Robinson, C.B.E., R.D., R.N.R., Major-General J. W. Sandilands, C.M.G., C.B., D.S.O., Rear-Admiral R. A. S. Hill, Sir Shouson Chow, Sir Joseph Kemp, K.C., C.B.E., Hon. Mr. E. R. Hallifax and Mr. Allan Cameron.

Others present included:—Sir Robert Ho Tung, Hon. Mr. E. D. C. Wolfe, C.M.G., Hon. Mr. C. McL. Messer, Hon. Mr. A. E. Wood, Hon. Mr. J. Owen Hughes, Hon. Mr. J. P. Braga, Hon. Dr. R. H. Kotewall, C.M.G., Hon. Dr. S. W. Tso, Hon. Mr. C. G. Alabaster, Hon. Commander Hole, Mr. Justice Wood, Mr. F. C. Jenkins, Mr. H. G. Sheldon, Mr. G. G. N. Tinson, Mr. D. J. Lewis, Mr. E. Davidson, Mr. Geo. K. Hall Brutton, Mr. M. J. Breen, Mr. V. M. Grayburn, Mr. G. S. Archbutt, Mr. A. H. Ferguson, Mr. F. McD. Courtney, Mr. W. W. Hornell, Mr. F. J. de Rome, Mr. T. E. Pearce, Mr. R. M. Dyer and many others.

The representatives of the various consular bodies and the Press were also on board.

After refreshments had been served in the lounge, the company sat down to a sumptuous dinner, during the course of which appropriate music was rendered by the ship's band.

#### Company's Fine Record.

After the toast of "The King" Mr. Cameron, in welcoming the guests, said that it was with much pleasure that he welcomed on behalf of the Canadian Pacific, those present on board the Empress of Japan, the latest addition to their fleet and the largest and fastest ship plying regularly on the Pacific Ocean.

He viewed their presence that evening as an indication of appreciation of the Company's efforts to serve in the carrying of passengers and cargo, and he was, therefore, grateful to them for assisting in the inauguration of that good ship in the trans-Pacific Service.

When the dinner was conceived, it was found that the seating accommodation was not sufficient to enable them to have the ladies present, and it was with regret that they were not there. As it was, the seating accommodation had compelled them to restrict the invitations to the limit.

In the first place, the illustrated supplements that appeared in several of our newspapers last week robbed him of practically all of his thunder, and he therefore left all figures regarding tonnage, engine power, dimensions, etc., with the supplements and other publications, but would say that they had in that ship, the last word in furnishing and appliances for safety and comfort. The portion of the ship that the passengers did not see much, if any, of, was the engine room, the most important part of the ship, there also the latest had been installed, and the speed all that was to be desired, namely, 33 knots.

#### "Growing Pains."

In building a ship, of that class, the Company had indicated their confidence in the trans-Pacific trade. He did not need to labour on the need to labour on the depressed trade conditions both for the shipping companies and for the business men, that exist out here to-day. They viewed that as being only temporary, or a "growing pain" in the general development, which they hoped would not last long.

The company had endeavoured to keep step with the conditions, and the requirements of the trans-Pacific ever since their first steamers.

The first steamers they built viz. the Empress of Japan, Empress of India and Empress of China had a gross registered tonnage of 6,000 tons. Their next new addition to the fleet, the Empress of Russia and Empress of Asia were 16,000 tons. The latest addition to the fleet, the Empress of Japan was 26,000 tons gross register. The steps were thus taken at the rate of 10,000 tons increase per step.

Referring to his own associations with the Canadian Pacific, Mr. Cameron said that he joined the Canadian Pacific in the early summer of 1933. It was during that summer that the railway was being constructed westward on the prairies at the average rate of 3 1/2 miles per day—a record in railroad construction that had not since been equalled. The prairies were then unsettled and all material had to be transported many miles.

It was conceived as a political road and brought British Columbia into confederation, and had grown to be one of the largest private owned companies. That success was due to the courage, ability and integrity of its executive. These men had recognised not only their duty to their shareholders and their employees, but also to Canada and the Empire (Applause).

#### Growth of C.P.R.

When the Canadian Pacific construction commenced there were not more than ten small hamlets between the Ottawa Valley in the East and the Pacific Tidewaters in the West, a distance of nearly 3,000 miles. It was a dull outlook for traffic for a struggling railway company to face. By reason of it being a pioneer railway in a new country, it therefore necessarily imparted in subsidiary enterprises to encourage traffic and settlement. Their first great effort was the settling of the Government free land on the prairies and the their own lands adjacent to the railway. (The result was that it became a great colonization land townsite company.)

They built one of the largest irrigation projects on the American continent, the object of which was to enable settlers to make farms on from 40 to 80 acres of land, under intensive farming system and closer settlement conditions. Otherwise the land would have been occupied under dry farm conditions, namely, a settler to every one or two square miles. (To convey some idea of the size of that project, he need only remark that they had to dig nearly 8,000 miles of ditches.)

Another subsidiary company was the Hotel company. There being no capital available in the growing towns in the West for the construction of a suitable hotel, the company entered that field, first in Vancouver, then in the mountains, and from that it had grown to be the largest hotel company in the world. Their president, Mr. Bentley, announced recently that the company would build a hotel in London, the site and the character of which had not yet been stated.

#### "White Empresses."

The subsidiary enterprise, however, in which your immediate interest lies, is the Canadian Pacific Steamships, Ltd. That also was entered into to feed the railway company. It started with sailing ships and chartered vessels, and thence to the "white empresses," and from that has grown to be the largest Canadian Steamship Company, with services on the Atlantic and Pacific, coastal services on both Pacific and Atlantic coasts and lake and river steamers in their interior waterways. Within the last few years the Company had spent nearly 20 million pounds in steamship construction. (Applause.)

The Empress of Japan, the first of the three original steamships built by the company, was broken up a few years ago after having given good service to the company and the public for 30 years; may her mantle of services and efficiency fall upon this the successor to her name. (Hear, hear.)

Mr. Cameron here stated that Capt. A. J. Holland, Staff Captain, and Dr. Donaldson, made a trip round the world in 58 days 13 hours and 7 minutes on the ships and rails of the Company.

#### His Excellency's Happy Speech.

H.E. the Governor said:—I rise to propose the toast of the Empress of Japan and the ship's company. I have had a hint that I must be brief and I accept that suggestion with readiness and assure you that I will faithfully abide by it. I congratulate the Canadian Pacific on having such a magnificent ship and on sending her out to these waters. She is entirely in accord with the tradition of that great company, a company which we all recognise as one of the big assets of the British Empire. (Hear, hear and applause.) It is a company which operates a transport service with communications over, I understand, two-thirds of the circumference of the earth.

Kipling has said that a liner "is a lady by the paint upon her face." The Canadian Pacific have raised their liners to the status of Empresses and I am sure you will all agree that they are entirely justified as their liners are truly regal.

I suppose as a landsman I have suffered my full share of a long sea voyage. In addition to crossing the Atlantic and going to Australia in my early days, I have travelled from Malaya to England fifteen times and I felt that each voyage was more dreary than the last one. Even as a youth I never attained that proverbial boardship flirtation and in my later years I merely ate and drank and read and slept. I have come to the conclusion that one of the brighter sides of retirement of a public servant was that I should not go for any more long sea voyages. I feel however, that I must reconstruct my idea as I feel that no passenger can find a voyage on a ship like this in any way dreary.

#### "Cathedral and Dirt Track."

Its table as you have seen to-night is excellent, its accommodation magnificent, its furnishing leaves nothing to be desired and it offers every form of exercises that you can imagine; in fact it provides for every luxury that is necessary for the comfort of its passengers. A week or two ago, I happened to see a picture in Punch of two sailors discussing a modern liner. One of the sailors was saying that in a year or two no person will travel on board a liner unless they had a cathedral and a dirt-track on board. (Laughter.)

My own experience of the Canadian Pacific is restricted to a voyage on their rail at Montreal some twenty years ago and I look forward on my leave to increasing my acquaintance with the Company by travelling on one of its ships, and I hope it will fall to my lot to strike the Empress of Japan.

On behalf of the guests, I thank the Captain and his fellow officers for their hospitality and I ask you to drink to their health and success. (Applause.)

#### Captain's Reminiscences.

Captain S. Robinson, C.B.E., R.D., R.N.R., addressing the gathering, said: It is very difficult for me in an assembly like this to know what to say. I joined the old Empress of Japan in 1894 and I see scattered around the various tables to-night numerous faces of friends that I have known since that time. My main object in addressing you of course is to say how pleased I am to see you all here and particularly to thank your Excellency for your kind interest in coming here to this inaugural dinner.

I thought, as I was coming out what the various ships that we passed thought of us. Two days after we left Southampton we were at Gibraltar. Two days more and we were at Malta and another two days saw us at Port Said. We were one day coming through the Canal and two and a half days after that we were at Bombay and seven days later we reached Singapore. We arrived here from Singapore in three days.

I hope to have the pleasure of seeing you all on board this ship on some other occasion as passengers.

#### Tour of the Ship.

After dinner the guests were shown round the ship. Much has been written during the last week in the local Press in regard to the luxurious simplicity of the Empress of Japan, and it is therefore only necessary to state here that she amply justifies everything that has been said about her. The public rooms, smoke room, children's room, state rooms and swimming bath are the last word in comfort and luxury. Altogether the Empress of Japan is, as H.E. the Governor said last night, "truly regal."

## MUKDEN DELEGATE TO PEIPING.

### MANCHURIAN WARLORD STILL ON THE FENCE.

#### NORTHERN LEADERS IN CONFERENCE.

It is claimed at Peiping that Wang Ching Wei and Yen Hsi Shan have reached an understanding with Chang Hsueh Liang, the overlord of Manchuria.

According to Chinese telegrams from Peiping, Chang Hsueh Liang has dispatched a delegate in the person of Tang Er-Huo, the former Minister of Finance, to Peiping. Tang arrived at Peiping on Monday when he called upon the anti-Nanking leaders and explained the reason why Chang Hsueh Liang refused to receive the delegates sent by Wang Ching Wei, Yen Hsi Shan and Feng Yu Hsiang, adding that Chang will receive them as soon as he returns to Mukden from Hulutao Island, where he is staying at present.

Tang continued that Chang Hsueh Liang has allowed Manchurian politicians to participate freely in the new government of Peiping. Chang, however, considers it inopportune as yet to join the new government. Sun Chuan-fang will remain at Peiping permanently to represent the Mukden Government.

It is reported that Chang Hsueh Liang has dispatched a number of his subordinates including Lo Wen Kuan, Dr. Wellington Koo, and Tang Er-Huo to represent Manchuria in the proposed Northern Government.

#### Chang Proposed As New Leader.

Some politicians at Peiping even proposed to appoint Chang Hsueh Liang as the chairman of the new Government so as to secure his co-operation, but the majority of the anti-Nanking leaders do not approve of this suggestion.

It has been definitely decided to hold the enlarged plenary session of the Kuomintang Central Executive Council on the 7th inst. Wang Ching Wei is expected to be back at Peiping before that date.

Wang Ching Wei is now conferring with Yen Hsi Shan at Shiehchia-chang for which place Feng Yu Hsiang has left. As soon as he arrives a conference will be held on the formation of the new government, the inauguration of which should take place soon.

In an interview with Press representatives, Tse Chih, the leader of the Saishan or Western Hill clique, said that the Kuomintang plenary session will establish as soon as possible an office to make arrangements for the convening of the People's Conference. Questioned as to whether the situation would be settled by other measures than military force, Tse said that unless Chiang Kai Shek retires, only military force would be of any use.

#### Welcome to Wang Ching Wei.

Tse added that it was originally decided to hold a mass meeting to welcome Wang Ching Wei but hitherto this has not been put into effect on account of the opposition by certain parties.

The Kuominchun and Shansi generals have issued a declaration to the Nanking soldiers advising them to turn against Chiang Kai Shek, or, on the other hand, that fighting should cease temporarily in order that the Nanking troops may suppress the Communists. Should they turn back for this purpose, the Shansi-Kuominchun forces would not assume the offensive. It is improbable that this declaration will have any effect.

Reports from the front indicate that a decisive battle is expected to be fought along the Tientsin-Pukow Railway, where the main forces of both sides are engaged. The conclusion of the fighting on this sector will mean the end of the war.

The Nanking troops on this front are said to be in a very favourable position and are expected to capture Taiwenkow at an early date.

Chiang Kai Shek is personally directing the troops at Yenchow.

## "TRAFFIC TIME" AT CENTRAL.

### A CROP OF SUMMONSES.

Quite a number of cases came up for hearing before Mr. R. E. Lindell at "traffic time" yesterday.

Mr. C. Michel, of the Peninsula Hotel, was summoned by Mrs. W. R. Scott for sounding his motorcycle horn unnecessarily in Caine Road at 3.15 p.m. on July 23.

Defendant pleaded guilty but said that he was cycling with a friend who was in front of him. When passing the police married quarters, he had occasion to stop, and to draw his pal's attention he had to sound his horn.

He was discharged with a caution.

Mr. G. H. Fowler pleaded guilty to the charge of driving along Broadwood Road without a special permit and was fined \$5.

A Chinese driver of a public car was fined for driving in a manner dangerous to the public in Murray Road. He denied the charge, stating that he was only doing 20 m.p.h. He was fined \$25.

#### Five On a Cycle!

A Chinese youth named Li Chung To was summoned for not having full control of his motor-cycle combination whilst driving along Morrison Gap Road on July 23. It was stated that the machine was a light one and there were five persons on it.

Defendant pleaded guilty and was ordered to pay a fine of \$10.

Pleading guilty to the summons of not carrying a spare wheel, the driver of a garage car was fined \$5. The man told the Court that he had a spare wheel but one of the other tyres had a puncture so he had to use the spare wheel. In any case, he was going to the car stand and was not going to ply for hire until his spare wheel came back from the repair shop.

#### Red or Green?

Mr. H. E. Strange was the witness in a case in which an Indian constable summoned a lorry driver for disobeying a signal at the junction of Arsenal Street and Queen's Road East.

The constable's statement was that he had given the red light against defendant to give the right of way to Mr. Strange's motor-cycle, which was proceeding eastward along Queen's Road. In spite of this, the defendant came on and entered Queen's Road before he pulled up sharply on seeing Mr. Strange.

Defendant said that at first he saw the green light. Then it was suddenly changed to red, and he immediately stopped. He admitted that then he had already got out of Arsenal Street.

Further evidence was taken during the course of which the defendant got hopelessly muddled as regards his estimation of the distance from the junction when he first saw the red light. He tried again and said that he first saw the light when he was 20 yards away, and then 30 miles away!

Mr. Lindell: What nonsense are you talking about! You saw that light 30 miles away!

The Magistrate then imposed a fine of \$10 and told the defendant he was lucky to get away so lightly.

## STOWAWAYS ON DUTCH SHIPS.

### EIGHT CHINESE SENTENCED.

Eight Chinese appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday on a charge of stowing away three on board the Tiliwong from Sandakan and the rest from Singapore by the Dutch steamer Crenner.

All the defendants pleaded that they had no money and no work and were anxious to get back to the country.

His Worship, however, convicted the defendants and sentenced each to one month's hard labour or a fine of \$50.

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## INTIMATIONS.

## NOTICE.

BY Mutual Consent the Arrangement whereby Messrs. R. H. KOTWALL & CO. were appointed on the 15th December, 1927, to be the AGENTS for Home KONG TEBMINATED on the 31st JULY, 1930.

A & S. HENRY & CO., LTD.  
MANCHESTER.

Hong Kong, 1st August, 1930. [9699]

## NOTICE.

BY Mutual Consent the Arrangement whereby we undertook on the 15th December, 1927, to be the AGENTS for Home KONG TEBMINATED on the 31st JULY, 1930.

R. H. KOTWALL & CO.,  
HONG KONG.

Hong Kong, 1st August, 1930. [9700]

## NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TRANSFER BOOKS of this Company will be CLOSED FROM SATURDAY, 9th AUGUST, 1930, TO SATURDAY, 16th AUGUST, 1930. Both days inclusive.

By Order of the Board of Directors,

D. L. KING,  
Secretary.

Hong Kong, 17th July, 1930. [9852]

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If, when at home, they will call or telephone to the above address, they will receive the utmost assistance, and the latest available information on all subjects of enquiry will be placed at their disposal.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

A shallow depression covers China. The incipient typhoon to the east of Luzon appears to be filling up or moving N.E.

Local Forecast:—E. winds, moderate; fair.

## TYPHOON WARNINGS.

The following typhoon warnings have been received by the American Consulate-General from the Manila Observatory:—

Manila, August 5, 11 a.m.—Typhoon in about 129deg. Long. E. and 16deg. Lat. E., moving N.W.

Manila, August 5, 11 a.m.—Typhoon in about 144deg. Long. E. and 15deg. Lat. E., direction unknown.

Editorial and Business Offices: 11, Ice House Street. Tel. 30351.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 6, 1930.

## "JOHNNIE" COMES HOME.

COURAGE, rebelliousness, forethought, and determination appear to be the main characteristics of Miss AMY JOHNSON, England's foremost woman flyer, who has returned to London to receive a triumphant recognition of her adventurous flight from London to Australia in 20 days last May. Affectionately known as "The Lone Dove" Miss JOHNSON (or "Johnnie" as she prefers to be called) declares lack of superstition is one of her most useful traits when in a tight corner. "For instance," said "Johnnie" in a recent interview, "before I left England my mother gave me a Swastika for good luck. I lost it at Karachi! I would have been in a nice nervous state, then, wouldn't I, if I had been superstitious? I was also given an opal ring as a good-luck parting gift. It had to be cut off when my hands swelled! Again at Singapore—perhaps through sheer laziness—I defied superstition when I refused to link in with a chain of good-luck letters which I had received."

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years in the university were the happiest of her life. "After my strict home life they were certainly a revelation," she said. "I was not in the college dormitories at the 'Varsity. I had my own 'digs,' and what is more, during one year I had ten different addresses—so restless am I. Perhaps my most unflattering attitude has been my persistent wish to be called 'Johnnie' and not Amy, but to father I always will be Amy. He is the only one I allow the privilege; others are snubbed until they call me 'Johnnie.' And now this clever, as well as daring, young woman is safely back home she intends to apply the wonderful experience she has gained to practical ends. Miss JOHNSON has intimated her determination to give her whole time and energy to aviation work—not of a merely "stunt" character, but directed at developing public interest and confidence in air travel and transport.

## OURSELVES—AND OTHERS.

REFERENCES have appeared in certain of our contemporaries to an "informal opening" of the headquarters of the Hong Kong Journalists' Association. Those proceedings appear to have been so informal—and so unbusinesslike—that we feel it necessary to make some comment thereon, in order to avoid any possible misunderstanding of the position. Ordinarily the affairs of Hong Kong journalists would be of no public concern, but the circumstances in which the existence of the Hong Kong Journalists' Association has been brought to public notice are such that we consider it advisable to acquaint the community with a few facts as to what is being done—and how. In January, 1924, a Journalists' Association was established in the Colony, and although it was short-lived its promoters at least started with dignity instead of impudence.

Some weeks ago a circular was sent out to staff members of local newspapers, suggesting the advisability of establishing an Association of journalists. A preliminary meeting was called, attended by members of the staffs of all local newspapers, at which it was agreed that the formation of such an Association would be to their advantage. So far, so good—and the headquarters of the Association have been opened, but that has happened meanwhile! Have any rules of the Association been approved by—or even submitted to—the members? Have appeals been made to a number of gentlemen outside the journalistic profession for financial assistance? Have persons lacking the slightest connection with journalism been urged to become "associate members" of the Hong Kong Journalists' Association? If the answers to these questions are what we anticipate, the profession has been humiliated by the thoughtless action of persons who profess to be extremely anxious to uphold the dignity of journalism. The headquarters of the Hong Kong Journalists' Association have been opened, and we are told that "many friends" called to wish the new organisation every success, but the manner in which the affairs of the Association have been handled so far does not give much reason for expecting—or even desiring—any success whatever.

So far as the Editor of this paper is aware, there has been no objection expressed by employers against the staff-men of local newspapers joining an Association to protect their interests. Such an organisation, properly conducted, could be of considerable service both to employers and employed. But why go cap in hand to persons outside journalistic circles asking for funds? Is such begging for alms calculated to increase, or even uphold, the prestige of the profession? Why the unseemly haste to open headquarters, complete with a bar, before the founder members of the Association have even seen—much less approved—the rules by which they are to abide? Journalists, of all people, should know the proper way to conduct such business.

We read that it is the "direct aim of the Association to get into touch with the different schools of thought in the Colony, in order that the Press generally may present true and sympathetic accounts of local and world-wide events." Precisely what this farrago of high-sounding phrases means we do not know, but we do realise the implication behind them. We most strongly resent this very unrepresentative Association arrogating to itself the position of a medium through which "true" accounts of local and world-wide events shall pass to the Press of this Colony. The offensive implication is obvious—and is most impertinent and unwarranted, calling for emphatic protest.

If the promoters of the Hong Kong Journalists' Association really wish to do something for the benefit of local reporters and editorial workers, they will be well advised to make a fresh start. Securing a police permit to sell intoxicating liquor is not the best way of setting to work to maintain the dignity and prestige of local journalism. Let first things come first. By all means have an organisation for the protection of members' mutual interests, for the encouragement of professional study, for the advancement of the power and prestige of the journalistic profession—but let these things be done decently and in good order. Small though the local field is, let the Association keep its circle closed to all but those associated directly with newspaper production. If it cannot thus sustain itself independently—if this dubious support of non-professional associate members is considered really necessary—then far better frankly admit failure and close the doors.

Speaking at the Friends' House, Euston Road, London, Dr. Ernest Deissmann, a son of the German theologian, said that by arranging arbitration agreements with the majority of her neighbours and by adopting the optional clause there was evidence that Germany had embarked on a new policy. Preservation of might by armaments had proved fatal, and Germany had now settled down to hard work and peaceful evolution. A coloured man in the audience asked whether Germany's economic crisis would be eased by the return of her lost colonies. Dr. Deissmann said that when his friends pointed out that there were 3,000,000 unemployed in Germany he replied that the acquisition of colonies was no remedy. Great Britain owned half the world, yet she had a vast army of unemployed. They in Germany were watching events in India with interest, and it seemed to them that colonies only brought trouble.

Sensational rumours have been circulating along Broadway, and found their way into the papers recently, that Douglas Fairbanks and Mary Pickford have reached the parting of the ways and that a divorce action is imminent. When interviewed at their home at Beverly Hills, however, both Douglas and Mary emphatically denied the rumours.

When Princess Mary, Countess of Harewood, went to open the first section of the new Queen Charlotte's Hospital in Goldhawk-road, Hammersmith, last month, a key handed to her by the architect would not turn when she placed it in the lock. For some seconds she struggled, but the door remained closed until someone stepped forward to give her a helping hand. The Princess spent nearly half an hour looking over the new building and visiting the wards, and had a word and a smile for all the mothers and babies in the hospital. The hospital, when completed, will be the largest maternity hospital in the Empire.

A report has been made to the Police by In Fat, master of the Lee Yee firewood shop of 22, Swatow Street, that one of his folk had absconded with \$140 which he had collected from customers without authority.

A Chinese woman was found by the Police on Monday night hanging by a length of rope from a lamp-post in Canton Road. She was unconscious when cut down and was rushed to the Kowloon Hospital when she is reported to be making good progress.

When "Harmony At Home," Fox Movietone all-talking picture, opens at the Queen's Theatre on Friday for an engagement of two days; local picture-goers will see a production which reviewers have acclaimed one of the most entertaining domestic comedies ever brought to stage or screen. It was adapted from Harry Delf's successful play, and its sound screen treatment has greatly enhanced its entertaining values. Hamilton McFadden directed, and the cast is headed by William Collier, Sr., and Margaret Churchill, with Rex Bell, Charles Eaton, Dixie Lee, and Charlotte Henry in leading supporting roles.

A Chinese interpreter named Lam Ip Chung, who was recently attached to the Pingshan Police Station, is reported to have been missing since July 24. He left the station on that day to go to the U Long market to make some purchases and has not been seen since.

As the Summary Court yesterday, Mr. Augustine Leong Hing Kee was absent when he was sued for the recovery of \$904.32, being work done and materials supplied in respect of a motor car by the Dragon Motor Car Company, of Wongnei-chong Road. After Mr. F. K. O'Almada, jun., had proved the claim, judgment was given for plaintiffs.

A Chinese boy, who had previously received 10 strokes of the cane for hawking without a licence, appeared before Mr. Whyte Smith yesterday on the same charge. He pleaded guilty and said he would like to enter the St. Louis Industrial Home for Boys where he would be taught a trade. He had already taken up an apprenticeship in a carpenter's shop and promised never to hawk again. A caution was administered.

## ★ News and Views ★

Being unable to decide whether John Henry Crawford, aged 30, a secretary, took an overdose of medicinal (a hypnotic drug) in a moment of carelessness or with suicidal intention, Mr. Hingley Oddie, the Westminster Coroner, recorded an open verdict. Mr. Crawford's housekeeper found he had left a note on the hall table which ran: "Please do not call me till I ring.—J.C." She said he had left similar notes before. When she went into his room from time to time she thought he was in a sound sleep. As he was in the same condition the next morning she called a doctor who had the man taken to St. George's Hospital, where he died. It was stated that Mr. Crawford had suffered from sleeplessness, but had no financial trouble.

In making his statement that man will fly to the moon within the next century, John Q. Stewart, Associate Professor of Astronomical Physics at Princeton University, evidently took into consideration the fact that the first 100 years are reputed to be the hardest.

For the first time a woman was asked to speak at the Harrow luncheon at the Savoy Hotel recently. She was Lady Isabel Margesson, and she described herself as an "old Harrovian's white-haired mother." She made a plea for housemasters to speak the truth to the parents of the boys. "Do not be bluffed by the housemaster," she said. "I am, of course, a Victorian, and I know the truth had to be given in very homoeopathic doses to Victorian parents. But now it is different."

Pupils at the war orphanage at Klausenburg revolted against the school management and left the school in a body recently. Police were called out, and after a struggle the boys were induced to return and the ringleaders arrested.

Two earthquake shocks were experienced in Guernsey recently. The tremors, which lasted only a second or two, were of sufficient force to shake houses and even ring door bells. Reports from outlying parts of Cherbourg state that the earth shook violently the same night at about a quarter to eleven and again half an hour later. On the second occasion the tremors were accompanied by muffled rumblings underground.

The Home Secretary (Mr. Clynes) stated in Parliament recently that during the three months ended May 31 there were 468 prosecutions relating to incidents in Hyde Park. In 398 cases there were convictions; in six the charge was proved, but dismissed; in 11 the charge was withdrawn or dismissed; in five there were no appearances and 48 were not yet heard.

When Princess Mary, Countess of Harewood, went to open the first section of the new Queen Charlotte's Hospital in Goldhawk-road, Hammersmith, last month, a key handed to her by the architect would not turn when she placed it in the lock. For some seconds she struggled, but the door remained closed until someone stepped forward to give her a helping hand. The Princess spent nearly half an hour looking over the new building and visiting the wards, and had a word and a smile for all the mothers and babies in the hospital. The hospital, when completed, will be the largest maternity hospital in the Empire.

The report of Mr. G. D. Mentz, the Commissioner, who, on the Governor-General's order, inquired into allegations against certain Johannesburg City Councillors, states that two Councillors contravened a section of the Local Government Ordinance setting out the nature of corrupt practices, for which the maximum penalty is a fine of £500 or imprisonment. The report adds: "If those in a position to furnish first-hand information could be persuaded to speak a startling state of affairs in the Johannesburg City Council administration would be revealed."

The total output of the Kailash Mining Administration's mines for the week ending July 19 amounted to 109,923 tons, and the sales during the period to 84,255 tons.

Looking Back 25 Years. Lau Ling Lung arrived from Manila only a few days ago. His stay in the Philippines had evidently been a prosperous one, for the belt he wore as he sauntered along Queen's Road on Thursday contained a promissory note for \$1,000, 14 silver pesos and \$6 in local money. Li Chik must have been aware of the contents of the belt, and very anxious to possess it. "Don't you think that verandah rail is likely to fall and hurt somebody?" he asked the complainant. As complainant was examining the rail in question, the defendant endeavoured to relieve him of his belt. He was, however, caught in the act, and on appearing before Mr. G. N. Orme was sentenced to six months' imprisonment with hard labour and six hours' strokes. (H.K. Daily Press, August 6, 1905.)

Looking Back 50 Years. The Social Club, No. 209, Spring Gardens, Wanchai.—Dancing taught free of charge. Daily; Sundays excepted. Mrs. S. G. Garwood in charge of Pavilion.—H.K. Daily Press, August 6, 1900.

## ★ Local Notes and Events ★

A report has been made to the Police by In Fat, master of the Lee Yee firewood shop of 22, Swatow Street, that one of his folk had absconded with \$140 which he had collected from customers without authority.

A Chinese woman was found by the Police on Monday night hanging by a length of rope from a lamp-post in Canton Road. She was unconscious when cut down and was rushed to the Kowloon Hospital when she is reported to be making good progress.

When "Harmony At Home," Fox Movietone all-talking picture, opens at the Queen's Theatre on Friday for an engagement of two days; local picture-goers will see a production which reviewers have acclaimed one of the most entertaining domestic comedies ever brought to stage or screen. It was adapted from Harry Delf's successful play, and its sound screen treatment has greatly enhanced its entertaining values. Hamilton McFadden directed, and the cast is headed by William Collier, Sr., and Margaret Churchill, with Rex Bell, Charles Eaton, Dixie Lee, and Charlotte Henry in leading supporting roles.

A Chinese interpreter named Lam Ip Chung, who was recently attached to the Pingshan Police Station, is reported to have been missing since July 24. He left the station on that day to go to the U Long market to make some purchases and has not been seen since.

As the Summary Court yesterday, Mr. Augustine Leong Hing Kee was absent when he was sued for the recovery of \$904.32, being work done and materials supplied in respect of a motor car by the Dragon Motor Car Company, of Wongnei-chong Road. After Mr. F. K. O'Almada, jun., had proved the claim, judgment was given for plaintiffs.

A Chinese boy, who had previously received 10 strokes of the cane for hawking without a licence, appeared before Mr. Whyte Smith yesterday on the same charge. He pleaded guilty and said he would like to enter the St. Louis Industrial Home for Boys where he would be taught a trade. He had already taken up an apprenticeship in a carpenter's shop and promised never to hawk again. A caution was administered.

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**NANKING TROOPS ENTER CHANGSHA.**

REPORT OFFICIALLY CONFIRMED.

[THROUGH REUTER'S AGENCY.]

Nanking, August 5.

It is officially confirmed that the Government troops entered Changsha this morning.

**WANG CHING WEI'S "CONVERSATIONS."**

MEETING WITH YEN HSI SHAN.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

Wang Ching Wei arrived at Shih-chiuchang yesterday morning. Yen Hsi Shan greeted the distinguished visitor at the station, after which an informal meeting of the Central Executive Council of the Kuomintang was held.

Yen Hsi Shan gave a banquet in honour of Wang Ching Wei and party in the evening.

Yen Hsi Shan and Wang Ching Wei are expected to go south today to meet Feng Yu Hsiang, but Wang Ching Wei is expected to return to Peiping in time for the first formal meeting of the enlarged Plenary Session, which has been fixed for August 7.

**KANCHOW MISSIONARIES ADVISED TO DEPART.**

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

The American missionaries in Kanchow, Kiangsi, numbering 12, have been advised to leave their stations.

**PLOT AGAINST SHANGHAI GARRISON COMMISSIONER.**

[Wah Tat Yat Pao.]

SHANGHAI, August 5.

An attempt on the life of General Hsiung Shih Hui, the Garrison Commissioner of Shanghai, was made yesterday.

It appears that several people were seen wandering near the residence of General Hsiung, and the suspicions of the guards of the house were aroused. The latter notified the police of the French Concession, in which the house is situated.

On seeing the approach of the police, one of the suspects fired at them and then ran away.

Two of the gang were subsequently arrested, but no evidence of complicity in the attempted assassination was found.

**SLIGHT 'QUAKE IN ITALY.**

GENERAL PANIC FOR SEVERAL HOURS.

[THROUGH REUTER'S AGENCY.]

ROME, August 4.

A slight earthquake shock was felt at Meli and Rionero yesterday, causing a general panic for many hours before the terrified inhabitants were reassured and order was restored.

Meli was renowned for its Norman cathedral, which was destroyed by earthquake on August 14, 1821, when 1,000 persons perished. Rionero was almost destroyed by earthquake in 1851.

**COMMUNIST MENACE ON YANGTSE.**

JAPAN DESPATCHES DESTROYERS.

[THROUGH REUTER'S AGENCY.]

SASEBO, August 5.

Owing to the Communist menace on the Yangtze, the Twenty-Fourth Destroyer Squadron, comprising the Yanagi, Momo, Kashi and Nara, sailed today for Shanghai.

**NATIONALISTS AIM TO RETAKE TSINAN.**

FIFTY THOUSAND REINFORCEMENTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 5.

While the Communist menace in the Yangtze Valley grows apace, 20,000 Cantonese troops arrived at Tsingtao by steamer during the week-end and entrained for Kaomi. A further 30,000 Nationalist troops are expected in connection with a fresh attempt to retake Tsinan.

**CANTON COAL COOLIES' STRIKE.**

DEMANDS CONCEDED BY EMPLOYERS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 5.

The strike of the coal carriers in Canton, which has been dragging on for the past month and more, came to an end yesterday afternoon after the coolies obtained what they had demanded from their employers.

The matter had assumed a serious aspect when coal vessels coming into Canton could not get their cargoes unloaded. The industries in the city were threatened with the problem of a coal shortage. The strike was so effective, being engineered by the Chinese Seamen's Union, that the coal merchants concerned could not do anything to relieve the situation.

The matter was then brought to the notice of the Department of Civil Affairs of the Provincial Government for arbitration, but after several round-table conferences no agreement could be reached, as both parties refused to give in. The Government, appreciating the consequences of such a strike to the different industries and factories consuming coal, it continued too long, then ordered the strikers to go back to work on the old basis, pending some satisfactory settlement being concluded later. To this the strikers agreed. Through the Department of Civil Affairs, the matter was then brought to the attention of the Arbitration Committee to be dealt with. After an exhaustive investigation into the living conditions of the coolies on strike, the Committee agreed with their demand for an increase in pay from 45 cents to 52 cents for unloading each ton of coal in Whampoa, and from 28 to 30 cents for unloading each ton of coal in Canton.

Another demand meeting with sympathy from the Committee was that the commission of the foremen should be paid by the employers, and not be deducted from the wages of the employees.

The Arbitration Committee then called another meeting of the disputants and submitted the above conditions as a basis for settlement. After a protracted discussion the proposal of the Committee was finally accepted, and the strike came to an end.

**CANTON RENTAL TAX.**

INCREASE OPERATIVE FROM OCTOBER FIRST.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 5.

The Canton Municipal Government has announced that the increase in rental tax from 15 to 20 per cent. of the monthly rental will become effective from October 1. Those who are living in their own houses will be required to deposit with the police each month \$1.50 per each \$1,000 of value.

Thus, if a house costs \$10,000, the owner residing therein will have to pay \$15 each month to the Government in the form of rental tax.

The tax on temples and ancestral halls is less, being only 40 cents to each \$1,000 of the cost of construction.

**HO'S MASTERLY INACTIVITY.**

QUITS ON APPROACH OF COMMUNISTS.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, August 5.

Mr. James Mason, of the China Inland Mission, graphically described his escape from Changsha disguised as a coolie.

Mr. Mason denounced the masterly inactivity of General Ho Chien, who usually quits on the approach of the Communists and returns when the latter retire, fires a lot of ammunition in the air, and then telegraphs the news of his triumphant victory.

**UNRULY FRENCH TEXTILE STRIKERS.**

NON-STRIKERS ATTACKED.

[THROUGH REUTER'S AGENCY.]

ROUBAIX, August 5.

The textile workers who are on strike in the Roubaix-Tourcoing region attacked motor-coaches conveying non-strikers to their homes on the Belgian side of the frontier. Many were hit by stones, and a chauffeur was badly injured.

The Belgian gendarmes were bombarded with bottles and bricks when they intervened.

The strikers fired revolvers, and the gendarmes loaded their carbines, upon which the strikers dispersed after hurling a bottle which struck the Police Commissioner on the forehead.

**CANTON RAILWAY.**

IMPROVEMENTS TO PERMANENT WAY.

A senior member of the staff of the Canton-Kowloon Railway Administration informed a Canton Gazette representative that a large number of new sleepers purchased from Manila by the Ministry has arrived at Canton, and been turned over to the line.

Work for replacing old and decaying sleepers in the Chinese section will shortly commence, and when this is completed, the original schedule of the express trains will be re-established.

The big shipment, numbering over 50,000 sleepers, the order for which was placed in Australia, is expected at Canton before the end of the year, when all the remaining old sleepers will be completely replaced. The express trains can then cover the trip much faster, and it is estimated that the time may be reduced to three hours, instead of the usual four.

The Administration has purchased from America several modern coaches and kitchen-cars, thereby offering an up-to-date service to passengers.

**WHAMPOA SCHEMES.**

DETAILS OF PORT DEVELOPMENT PLANS.

At an interview Mr. Wong Him Yick, Acting Director of the Construction Department of the Kwangtung River Conservancy Board on August 2, the Canton Gazette obtained the following information regarding the schemes for opening up Whampoa into a sea-port.

The programme prepared for the first stage of the project consists of the construction of the embankment along the foreshore and several big wharves for shipping.

The expenditure for carrying out the work scheduled for the first stage is estimated at about one and a half million dollars, which amount has already been set aside by the Central Government from the Boxer Indemnity Fund returned to China by the British Government.

Thirty Million Dollar Scheme.

Mr. Wong said that when the work of surveying has been completed, construction would be taken in hand without any loss of time.

The total amount of expenditure for fulfilling the whole project is estimated to be over 30 million dollars, which will be released by instalments from time to time within a period of two years.

It is reported that the Board some months ago ordered from a local German firm several dredgers, which are due to arrive in Canton next month.

**REVOLVER DUEL AT SHANGHAI.**

TWO NOTORIOUS TROUBLE FOMENTERS ARRESTED.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, August 5.

A revolver duel between the French police and tramway strikers resulted in the arrest of two notorious fomenters whose plot to assassinate a loyal Chinese official belonging to the tramways leaked out several days previously.

On Monday night, six men stopped their automobile outside the official's residence and behaved in a suspicious manner and opened fire when the police came on the scene.

**INDIAN PEACE TALKS.**

CONGRESS LEADERS AND GANDHI TOGETHER.

[THROUGH REUTER'S AGENCY.]

ALLAHABAD, August 5.

The Viceroy has authorised the removal of the Indian Congress leaders, Pandit Motilal Nehru and his son, Jawaharlal Nehru, who are incarcerated here, to Poona, where Gandhi is in the Yeruda Gaol, with the view to facilitating their peace talks.

**RIOTS IN UNITED PROVINCES.**

HINDU PROCESSION OUTRAGES MUSLIMS.

[THROUGH REUTER'S AGENCY.]

NAINITAL, Aug. 4.

A communal disturbance broke out at Ballia, United Provinces, today, owing to a Hindu procession of 15,000 persons insisting on passing the Mosque in defiance of the authorities' prohibition.

A crowd of angry Muslims assembled, determined to oppose the procession.

The police fired on the mob and five persons were killed and 10 wounded.

The situation was later controlled.

**Civil Resistance Campaign.**

BOMBAY, August 5.

The Congress Working Committee, which met in secret last week to consider the intensification of the civil resistance campaign, has published its resolutions, directing Congress organisations to boycott foreign cloth, British goods, and Government loans, and also to boycott the legislatures, Government officials, and ordering the withdrawal of deposits from the Post Office savings banks, and the withdrawal of support of British insurance, banking, and shipping concerns.

The Committee also reaffirmed the resolution passed at Allahabad on June 7 recommending that Indians employed in the police and military forces refuse to obey orders when dealing with the civil disobedience movement.

**OBITUARY.**

MOTHER OF MEI LAN FANG.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

The mother of Mei Lan Fang, the famous Chinese actor, died here yesterday.

Some surprise was caused in Bangkok recently when it was learned that the party of Mei Lan Fang from China, had to appear before the director-general of police to explain the object of their visit. It is understood that they will be allowed to stay for two weeks, but before they can visit any school they must get the permission of the authorities. The group are planning to visit Singapore.

**CHINESE ATTACKS FOREIGN LADY.**

INFURIATED SOLDIER USES BAYONET.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 5.

Mrs. Hearn, the wife of the Engineer-in-Chief of the southern section of the Tientsin-Pukow Railway, was attacked in her bedroom in her residence at Puchen, near Pukow, early this morning by a Chinese soldier, who, infuriated at the resistance offered, used his bayonet to overcome the struggles of Mrs. Hearn.

Mrs. Hearn is at present in the Nanking University Hospital, and her condition is very serious.

**U.S. NAVAL REFORM.**

VESSELS NEEDED TO GUARD COASTLINE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 4.

A change is foreshadowed in the United States submarine building policy.

The Navy Board is considering the best use of the 52,700 tons of submarines allotted under the London Naval Treaty.

According to officials, the Navy Department Board may advocate abandoning the building of fleet vessels of 2,000 and 3,000 tons, capable of a double journey across the Atlantic without refuelling, and building instead smaller vessels to guard the coast line.

**BENCH AND POST-WAR LAWLESSNESS.**

"HOPELESSLY ABANDONED VIEWS."

When the defence of joy-riding was raised at Middlesex Sessions last month in a case in which Louis Stone (33), an engineer, and Cecil Atkinson (18), a motor-driver, were accused of breaking and entering a garage at Tottenham and stealing a motor-cycle, the deputy chairman, Sir Herbert Nield, remarked that joy-riding was never heard of until after the war. "This is a post-war period," he said, "has brought us face to face with some of the most determined and hopelessly abandoned views of not conforming to the law that one can possibly conceive."

Stone and Atkinson were found not guilty and discharged.

Sir Herbert said that the new law would stop the joy-riding practice. "These gentlemen," he said, "indicated Stone and Atkinson, 'will find that their joy rides will not protect them from having a period of solitude in which to reflect upon their misdeeds.'"

**EXPLOSION CAUSED BY ANGRY CHILD.**

CRACKER THROWN ON POWDER.

A child, in a fit of temper because she was refused money to buy ice-cream, caused an explosion at her father's fireworks plant at Neptune, New Jersey, last month, killing herself, her grandfather and her baby cousin, and destroying four buildings. A third child, aged three, is missing. The first explosion occurred in the child's home, next door to the factory.

The police were told that Millie Cimino, aged nine, asked her mother for 25 cents to buy ice-cream. When this was refused she asked for a match, and stamping with anger, lighted a fire-cracker and tossed it on to a heap of powder which her grandfather was mixing on the porch of the house. Four violent explosions followed in quick succession.

Powder kegs, Roman candles and fireworks of all descriptions went off. Exploding skyrocket and blazing debris were hurled through the air for hundreds of feet. The roof of one of the wrecked buildings was carried a quarter of a mile and the bodies of the victims were flung 30 feet.

The child's house being stored with crackers, blew up at the first explosion.

Millie tried to escape the disaster she had caused by seizing her baby cousin and flying for safety, but she was killed before running more than a few feet. Millie's mother, aunt and other persons escaped with slight injuries.

**BANDITS TORTURE LADY MISSIONARY.**

GHASTLY FATE IF RANSOM NOT FORTHCOMING.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 5.

It is learned that the Communist bandits who are holding Miss Nettleton and Miss Harrison have cut off one of Miss Nettleton's fingers and sent it to the authorities demanding \$50,000 as ransom for release by her captives.

The British Legation is most reticent in the matter, but it is believed that the Communists have threatened to cut off other fingers if the ransom is not quickly forthcoming.

On July 18 efforts were to be made by a party to get into touch with Miss Nettleton and Miss Harrison, of the Church Missionary Society, who were captured by Communist bandits while travelling from Changan to Kienning on July 4.

A letter signed by Miss Harrison, but dictated by her captors, demanded that \$100,000 be sent to the District Soviet Government within a fortnight, failing which both ladies would be shot.

**CHOPPER ATTACK ON CONSTABLE.**

THIEF'S EFFORTS TO AVOID ARREST.

A fight between a policeman and a thief in a scavenging lane in Shamshuipo was described to Mr. Whyte-Smith at the Kowloon Magistrate's court yesterday, when a Chinese was charged with having stolen a blanket and with assaulting a Chinese constable.

Giving evidence, the constable stated that, together with one of his companions, he noticed the suspicious behaviour of the defendant, who was seen to walk along the pavement of Tai Nam Street and later come out with a blanket in his hand. The defendant then entered a lane. Witness told his comrade to follow the defendant, while he himself would cut off the defendant's escape from the other exit of the lane.

About a yard away from him, witness shouted to the defendant to stop. The thief was then seen to search for something concealed in his body. He brought out a chopper and commenced to attack the constable. The other policeman had meanwhile arrived, and with his assistance the thief was overpowered and taken to the Police Station.

Addressing the Magistrate, the defendant said that he found the blanket lying on the street. As it seemed to belong to nobody, he picked it up. With regard to the chopper which had been used by him, defendant explained that he always carried it along with him, as he needed it for the purpose of cutting herbs on the hillside.

After evidence had been given by a coal coolie, who stated that he lost the blanket while sleeping on the pavement, the Magistrate sentenced defendant to three months' hard labour.

**BAN ON CARS AT CAMBRIDGE.**

DRASTIC ACTION AT THE UNIVERSITY.

Undergraduates at Cambridge keen on motoring will have a shock on their arrival next term.

Certain colleges have decided that for the academical year 1930-31, men in their second year shall not have motor vehicles, and that after next June no undergraduate, unless in quite exceptional circumstances, shall have permission to keep a motor while in residence.

Notices are being posted informing undergraduates and their parents or guardians of the new regulations, on the ground that "the possession of motor-cars or motor-bicycles nearly always prevents undergraduates from making the best use of their residence."

The notices state that the present restrictions with regard to the use of motor vehicles shall henceforth apply to second year men as well as freshmen, and after June 1931 to all undergraduates, that is, to all men there shall be no during next year there shall be no "late leaves" for motor vehicles beyond the normal hours, and that next year motors shall be kept in a public garage.

Breaches of these regulations will be regarded as very serious offences.

**SHANGHAI GODOWN DESTROYED.**

HALF A MILLION TAELS DAMAGE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 5.

Two Chinese burned to death and damage estimated at Tls. 500,000 were the results of a fire in one of Messrs. Butterfield & Swire's godowns at Pootung this morning. A considerable quantity of tea and paper is believed to have been destroyed.

**CROYDON GREET'S "JOHNNIE."**

PRIDE IN OUR WONDERFUL EMPIRE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 4.

Miss Amy Johnson, arrived at Croydon today by air, and was escorted by seven planes.

Welcome By Air Minister.

She was enthusiastically greeted on landing by a huge assemblage, and was officially welcomed by the Air Minister, the Rt. Hon. Lord Thomson, and Miss Bondfield, Minister of Labour.

Dense throngs inside and outside the Croydon aerodrome awaited patiently the Indian air mail plane City of Glasgow, in which Miss Amy Johnson was travelling, having left Vienna at seven in the morning.

Arrival In Darkness.

Darkness was drawing on when, shortly after nine, the machine with escorting planes circled over the aerodrome to the accompaniment of deafening cheers.

In Parents' Embrace.

Immediately the machine had come to a standstill, Amy stepped out and affectionately flung her arms around her mother and embraced her father and sisters.

British Government's Welcome.

In welcoming her on behalf of the British Government, Lord Thomson described the flight as one of the most memorable achievements of 1930, which was a "young woman's year." He said that Amy's pluck and tenacity of purpose had won the hearts of the British people.

Value of Flight to Empire Aviation.

A tribute was also paid by Lord Wakefield, who laid stress on the value of the flight to Empire aviation.

Prefers to be Known as "Johnnie."

Replying, Miss Amy Johnson said that the faith of a few staunch friends carried her through all difficulties. She wanted to show by her flying how she loved England, how glad she was to be a member of a wonderful Empire. She was sick at the sight of her name and photograph in the newspapers, and declared "cannot va-drop Miss Johnson" and start from today with the name "Johnnie" by which I am known at the London Aeroplane Club, where I learned to fly."

At the conclusion of the speeches, "Johnnie" drove in a procession of motor cars around the aerodrome, then started on a triumphal drive to Grosvenor House, Hotel, Park Lane, where a reception was held in her honour.

The route was thronged with dense crowds who waited for hours to welcome her. They set up a tremendous roar of cheering as the car approached.

Special police were called in to cope with the crowd outside the hotel, most of whom were women.

**AUSTRALIA-BRITAIN FLIGHT.**

AUSTRALIAN HOPS OFF ON FIRST STAGE.

[THROUGH REUTER'S AGENCY.]

SYDNEY, August 5.

The Australian airman Cunningham hopped off from Windham bound for Bima at 5.45 a.m. (West Australian time) on the first stage of a flight to England.



# Sports News

## Lawn Bowls.

### INTERPORT TEAM FOR SHANGHAI.

#### A HURRIED SELECTION METHOD.

[By "BACK WOOD".]

The whole of Saturday's lawn bowls league matches had to be postponed again owing to the bad weather. This was the third time such a thing happened and the fixtures on this occasion were supposed to be the closing ones of the season. The joint-leaders in the senior division (Craigengower and Civil Service) are at present on the same footing, each side having lost once and four matches still to go. Next Saturday they will be making their third attempt to carry out their first meeting. This will be on the ground of the champions and a fireworks display may be expected.

Junior honours seem to be safely in the hands of either Bowling Green or Civil Service since the Yacht Club were defeated by the former and lost an outside chance they had in striking for the top position. Bowling Green have an advantage of two points which they gained at the expense of their rivals in their last match at Kowloon. On Saturday the return match takes place on the Civil Service ground. Two of the most important matches in which championship prospects are involved are therefore being played on neighbouring grounds the same day, subject of course to the weather permitting it.

The composition of the team to represent the Colony in the Interport matches in Shanghai a month hence has already been announced. They are Messrs. C. Atkinson (Captain), F. C. Goodman, R. F. Luz, G. McLeod, W. H. B. Musket and C. G. Silva. It would be unfair to criticise the selections since it is understood that they are the best that could be picked out from the names sent in. Luz will be a tower of strength in the team for, despite his youth, he has proved to be the best player in the Colony. Atkinson has had Interport experience and will no doubt adopt the necessary tactics in an endeavour to beat Shanghai on their own ground. The task is by no means an easy one as they have a strong crew up there which can move about in the three matches.

A point which seems to have been overlooked, and which cannot be allowed to pass without comment, is the unnecessary hurry in selecting the team. According to the Association notice the names of those prepared to go if selected were to be sent in by July 30. I expect this was done, for ten days later the selections were announced. Two leading players mentioned to me that had the closing date been extended to near about the middle of August there was a possibility of making sure of going and sending in their names. I quite agree that, the closing date could have been advantageously postponed to August 10 and the selections made four days thereafter at the most.

### AUSTRALIAN CRICKETERS AT SWANSEA.

#### GLAMORGAN ALL OUT FOR 99 RUNS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 4. Glamorgan gave a poor display in the match with the Australian cricket team at Swansea to-day, as the whole side was dismissed for only 99 runs. Continuing their innings, which was left at 149 for two wickets on the first day, the Australians went on to make 245 runs. Glamorgan lost all their batsmen for 99 runs. The tourists had a short time at the wickets when stumps were drawn. The score at the end of the second day was:

Australians, 1st innings	245
Bradman, 58	
Jackson, 53	
Ponsford, 53	
Ryan, 6 for 70	
Glamorgan, 1st innings	99
Grimmett, 34	
Australians, 2nd innings (no wickets)	18

### ROYAL HONG KONG GOLF CLUB.

#### LADIES' SECTION.

From the Hon. Secretary of the above we have received the following:

#### Captain's Cup.

Mrs. Bonnar qualified for July with 83-19-70.

#### Best Aggregate Score.

Mrs. A. B. Stewart won with 198 nett.

### U.S. BASEBALL RESULTS.

[REUTER'S AMERICAN SERVICE.]

New York, August 5.

The following are the results of the baseball matches in the National and American Leagues played yesterday:

National League.			
Brooklyn	0	New York	4
Boston	3	Philadelphia	2
American League.			
Philadelphia	13	Boston	4
St. Louis	2	Cleveland	5
Detroit	7	Chicago	3

### RUGBY TOURISTS' BIG CASUALTY LIST.

#### MANAGER CABLES TO INDIA FOR A T. YOUNG.

Confronted with a serious half-back problem with both W. H. Sobey and T. P. Murray injured, Mr. James Baxter, manager of the British Rugby touring team, has cabled for A. T. Young to reinforce the team. He hopes Young will be able to reach Wellington from India in time for the fourth Test match on August 9.

In the meantime the team lacks an international scrum-half. To cope with the emergency R. S. Spong, the stand-off half, will be tried at scrum-half against a Maori XV.

Murray, who dislocated his shoulder in the second Test match and was taken to hospital, has now been discharged, but he is still on the growing casualty list.

J. S. R. Reeve and J. Hodgson are almost fit again, and R. Jennings is improving. Sobey, however, although he is walking freely is not yet able to attempt any training.

"If fate had not frowned on Britain there might have been quite a different ending, says one of the New Zealand papers, referring to Britain's defeat in the second Test.

Nobody can yet say with certainty whether New Zealand can defeat the visitors in the majority of Tests. Many shrewd judges even assert that the honours are still with the visitors.

### EARL HOWE'S SPEED.

#### FAMOUS RACER NOT KNOWN TO JUDGE.

Earl Howe, of Curzon-street, Mayfair, the well-known racing motorist, was sued at Westminster Country Court recently by Mr. William Charles Malster, of Alexander-road, West Kensington, for damages for injury to his knee. Earl Howe counterclaimed 27 damages to his motor-car.

It was stated that Mr. Malster, a butcher's salesman in Shepherd's Bush market, and two other men were hauling a truck across the road when Earl Howe, in a racing car, came into collision with the truck.

Mr. E. F. Lever (for plaintiff): Lord Howe, no doubt, did his best and put on his brakes. He is a skilful driver.

Judge Sir Alfred Tophin: Is he? He is not known to me. On what do you base your belief that he is a very good driver?

Mr. Lever: Because of his racing ability, and also of his conflicts with certain authorities.

Earl Howe said he was driving at about 15 miles an hour.

Mr. Lever: What speed can you get out of this racing car?

Ninety-five to 100 miles.

You have had differences with the authorities about it for years. How many times?

Have the occasions gone into the figures? You must have nearly reached the century!—No, I think there have been about 14 or 15 convictions.

Judgment was entered for the plaintiff for 246.10s. and costs, and the counter-claim was dismissed with costs.

### GOLF PENALTIES.

#### HOW THEY DIFFER IN STROKE AND MATCH PLAY.

#### MORE CURIOUS POINTS.

It would seem that the number of golfing arguments is limitless, writes Charles Buchanan in a London paper. The latest I have heard concerns the penalty for playing the ball outside the limits of the teeing ground, when commencing a hole, and it is strange that opinion should differ on this point, for the rules of golf define the position quite clearly.

In stroke play if a competitor plays his first shot from outside the regulation two-club-length rectangle at any hole, he shall count that stroke, re-tee his ball and play his second from within the prescribed limits.

Yet, in match play, there is no penalty for this infringement. If a player plays from outside the boundaries on the tee, his opponent may at once recall the ball, and he must play the shot again from the correct place, just as if he were making his original stroke.

#### What is an Obstruction?

During a match recently there was a grave discussion over the moving of an obstruction and what constituted an obstruction. There are many mentioned in the Rules, but the best way to remember them all is to classify them together as articles for the upkeep of the course.

Anything that is required to keep the course in order also guide posts, tee-boxes, etc., may be removed, while if the ball is lying on or touching such an obstruction it may be lifted and dropped behind, without penalty. Any ground opened or covered up is included in this category.

There are two points to be observed—if the ball is moved while removing an obstruction it can be replaced without penalty and if the ball, in such circumstances, be lifted in a hazard, it must be dropped in the hazard.

#### A Harsh Rule.

One of the very few rules that do injustice to a player is that which demands a penalty stroke, if he or his partner, or either of their caddies, accidentally move his, or their, ball when it is in play, or touch anything that causes it to move.

It seems decidedly unfair to be penalised for an accident, but the rule teaches a player to be careful.

Such a penalty stroke cost Roger Wethered the Open Championship in 1921, when he tied with Jock Hutchison, for during one of the rounds, he inadvertently trod on his ball, and paid the price of a stroke which would have given him the title.

Although the rule is harsh, there is only one exception allowed. Should a player or his caddy, when searching for an opponent's ball, accidentally touch or move it, no penalty is incurred, but it must be replaced or the hole lost.

### TAX ATTACKS.

#### HOW A JUDGE DEALT WITH DEFAULTERS.

Mr. Justice Rowlatt dealt in London recently with a long list of tax defaulters. Here are some incidents during the hearing of the cases.

The Crown Counsel pointed out that the delay in payment was not so much the fault of the taxpayer as of her advisers. "She has been too remiss in leaving her affairs to others," he said.

Mr. Justice Rowlatt: The best thing to do is to send the old lady to prison. (Then she will get some fine damages against the solicitor.)

Eventually he agreed that the matter should stand over for a couple of months.

"Surtax is the same thing as super-tax, only it lasts for a year after you are dead. (That is the only difference.)"

When the taxpayer heard this from the Judge he was so impressed that he consented to judgment.

A man said that his income was only £300 a year, that he had one son at the University, another at school, and a wife. Yet he had been asked for £84 tax.

The Judge said that he couldn't help him. He had been asked first for £80, and on appeal got it reduced to £84.

The taxpayer had to leave court, half-handed, complaining that his capital and not his income had been taxed.

A man said that he was in prison when the demand for tax was served on his wife. He didn't consider it a valid assessment.

The Judge did, and ordered him to pay up.

### HIGHLANDERS' FLING IN LONDON.

#### STORNOWAY BOYS' WHIRLWIND TOUR.

"Och, here's a loon wi' a wee bit fish hook in his stomach!" It was no good.

We stood in the Chamber of Horrors at Mme. Tussaud's, twenty Stornoway lads and I. One had a pair of bagpipes. However, they admitted us.

And I (writes a London journalist) took these twenty Sea Cadets, who have never seen a train, or an omnibus, or a wonderful London policeman, these twenty, tall lads, with the spray still in their hair and the rippling "Scotch" fresh on their tongues, and put them in the Chamber of Horrors—and hoped.

It was a last resort. They make stern stuff in Stornoway. These twenty live many miles from anything, and yesterday I turned London inside out, but could not get a gasp!

So I suddenly ordered twenty lemonsquashes and decanted the whole party in front of a livid corpse swinging from a hook! And—"Och, here's a loon wi' a wee bit fishhook in his stomach!" Oh, Scots wha hae . . . oh . . .!

#### Highland Pride.

Grand lads! They towered up in the street, bronzed and fierce. They made us Londoners seem fishpaste-tinted athletes. I staggered "em—I know it. I amazed them and frightened the life out of them. But the fierce Highland pride made them appear like blasé boulevardiers taking their ease in familiar ways.

While we were threading our way through a tight-jammed mass of belching traffic in the heart of the City, one turned and said: "About hoo many Stornoways would ye think there are in London?"

"Oh, aye!"

Then one saw a real British policeman.

"There's a slope," he said, simply.

"Look at the pegs," laughed his pal.

If Stornoway says it, truly the British "slope" is wonderful—and the peg too, for that matter.

Right out on the St. Paul's gallery I took them until London stretched out around, with the smoke haze above and the bellow of the city humming up to us.

"How do you feel?" I asked a cadet.

"Thirsty!" he replied, pleasantly.

So we went to Lyons' Corner House by the corner of Tottenham Court-road, that supreme triumph in marble and service. And, as proud as princes, they strode through a thousand diners in the giant café there, and although a string band played while they ate they never batted an eyelid!

The traffic frightened them, but they would not show it. They lurched themselves across roads with goggling eyes, he of the bagpipes clutching the weapon to his breast. But they were always there on the other side—ready for anything.

The Tower, the Bank, the Mint, a service in Westminster Abbey, the changing of the guard at Buckingham Palace—I showed them a babbling hotch-potch of history and guide-bookery for their benefit.

They like statistics in Stornoway. In the Bank of England district I was asked, "About hoo much is this land an acre?" I told him.

"Oh, aye."

O Wallace!

#### Girls Unheeded.

Their discipline was superb. Half the pretty girls in London smiled at them. Did they turn their heads? Did they, Banockburn!

How thirsty they were! One said to me, "London has everything but water, sir."

And when you come to think of it—he's right!

Finally, full of more food than I thought possible, tired, amazed, and happy, they climbed into their motor-coach to leave. I looked at their set, serene faces and thought I had failed.

And then, just as the coach began to move, they cheered, three of the most magnificent, full-throated cheers that went rocketing up into Tottenham Court-road and frightened a horse!

Stornoway—you'll do!

A story of an attack by ten fully-grown adders is told by George Pearl, aged 32, who was taken to Boscumbe Hospital suffering fromadder bites. Pearl, who was cycling about the country searching for work, was attacked by ten adders in a field near the New Forest, and fell asleep. He was aroused by biting sensations, and discovered that he was being attacked by a group of about ten adders. He got up in alarm and rode away. His arm troubled him, and when he went to Boscumbe Hospital he was found to be so severely bitten that he was detained.

### COUNTRIES WITH NO DEATH PENALTY.

#### EXPERIENCES OF NORWAY AND ITALY.

A Norwegian witness and an Italian witness were heard recently by the House of Commons Select Committee on the Capital Punishment Bill, presided over by the Rev. James Barr. The Committee had heard at earlier sittings penal authorities from Belgium and the U.S.A.

A decrease in the rates of murder and manslaughter in Norway since capital punishment ended 55 years ago was spoken of by M. Kristian Hansson, secretary of the Norwegian Prison Commission. "The number of murders per 100,000 inhabitants," Mr. Hansson said, "sank from .16 to .00 between 1898 and 1904. It is not possible to say with certainty what are the real causes of this decrease; we can only state the fact that the number of murders has gone down both after 1875, when capital punishment ceased to be applied in practice, and after 1905, when it was no longer law."

Only one murder was committed in Norway in 1928, or .07 per 100,000 inhabitants, and in 1927 there were only five cases of manslaughter, or .37 per 100,000. Growth of culture, a higher standard of life, and better police organization were perhaps contributory causes to the decrease in murder and manslaughter. Murderers were sent to the ordinary central prisons and might, like other prisoners, be released on probation after serving two-thirds of their sentences.

Answering Mr. Marjoribanks, Mr. Hansson said there had been no signs that the repeal of capital punishment in Norway had encouraged criminals to use firearms. Asked whether prison wardens in Norway were safe, he said that since the present criminal law came into force there had been only one case of the manslaughter of a warder. The deed was committed by a man under life sentence and he committed suicide a few days after. There were two cases of stabbing of wardens before capital punishment was abolished.

Mr. Marjoribanks: A United States judge has told us of a murderer who led his victim across the border from a State where there was capital punishment into one where there was none. Does that impress you?—Yes.

### Dr. Ethel Benham: Have you known a murder where the victim was brought into Norway across the frontier from Sweden? (Laughter.)

No. Mr. Culverwell: Are not the figures so small that one can draw no valid conclusion for or against executions?—The figures have a certain tendency which cannot be set aside.

But that tendency is going on in every country with improvement in social conditions. Quite, but I think the figures show capital punishment is not the better deterrent.

Dr. Adrian Dingli, a member of the English and Italian Bars, stated that the rate of homicides had gradually decreased in Italy since 1880. The death penalty was never applied from 1876 and 1880 it was abolished. The causes of the reduction were complex, including changes of environment, hygiene, and industrialization, with education. The rate of homicides was very small in England compared with the rate in Italy, but this country had a higher proportion of murders of the premeditated type. The new Italian penal code which was expected to be adopted featured established capital punishment for homicide as well as for various political or semi-political offences for which other recent laws had fixed the death penalty.

### MODERN YOUTH AND WAR.

#### "REPUDIATION AND NON-COMPLIANCE."

The belief that the present generation would refuse to take part in any war in the future was expressed by the Rev. A. E. J. Cosson, the newly elected president of the United Methodist Conference, when the conference opened at Sheffield last month.

"Followers of Jesus were unable to prevent the last war," said Mr. Cosson, "but we have had our eyes opened and we have seen what an unutterably godless thing war is and always must be. Unless I entirely mistake the resolves of the young Christian men and women of to-day, they mean to follow up their repudiation of war by non-compliance in any war of the future."

In a reference to church ceremonial, he said Free Churchmen had a traditional suspicion of the use of art in worship, but they must be careful how they judged people who held that they could honour God most by making the sanctuaries beautiful with gems and paintings.

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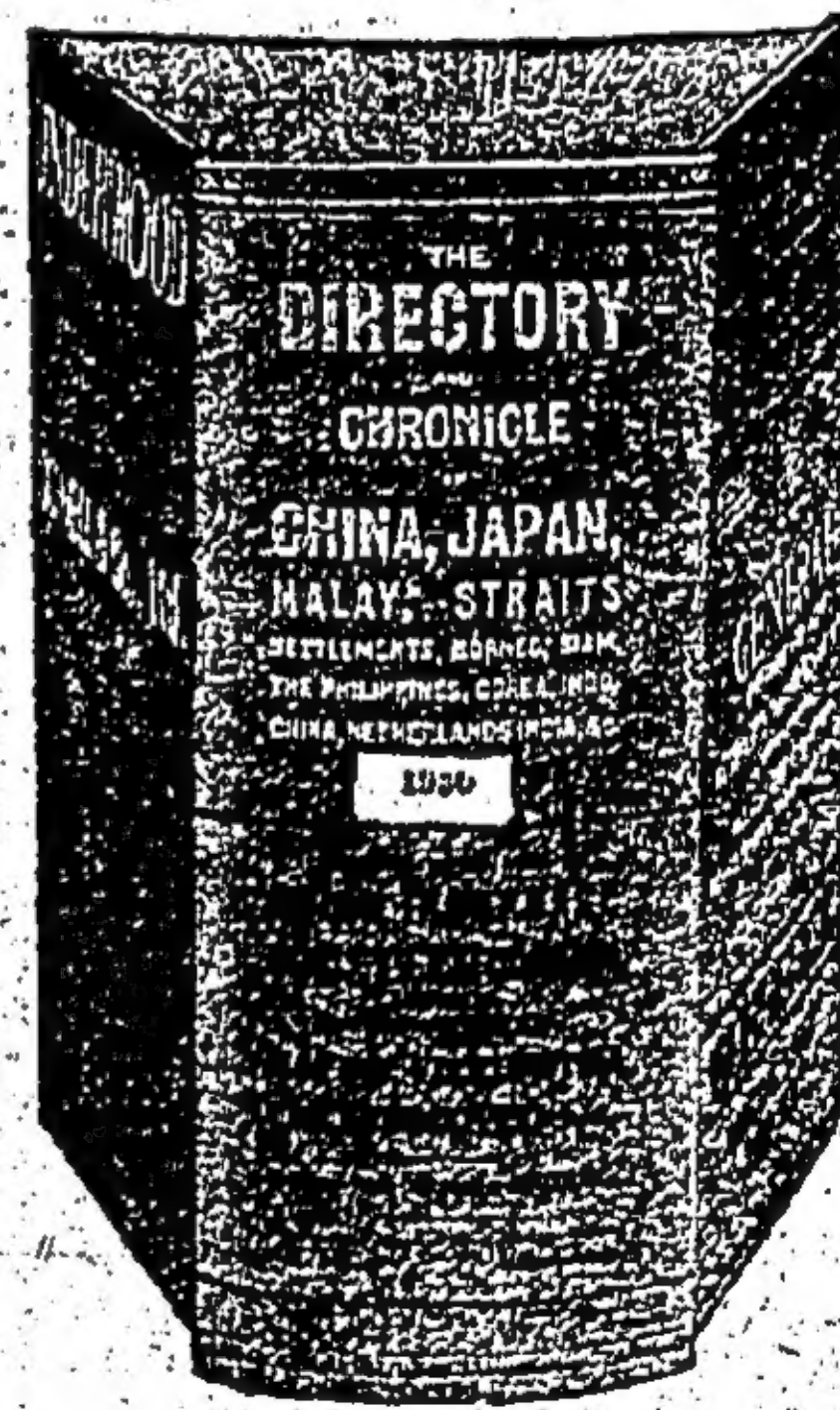
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## PASSENGERS.

## Departures.

The following passengers left yesterday by s.s. President, Mr. T. Kinley, Miss R. Chapman, Mr. T. DeJima, Mr. F. W. Hartman, Mr. K. Lutawicz, Mrs. D. Loder, Mr. E. T. de Mattos, Miss K. Sandler, Miss W. F. Brink, Miss Z. Strauss, Mr. A. S. Wood, Mr. G. W. Brophy, Mr. L. Sui Yum, Mr. Ng Thi, Master Ong Kam Ong, Mr. Lo Kwong, Mr. E. Besserer, Dr. C. Swann, Mr. S. M. Suhr, Miss P. Thompson, Mr. R. Verches, Mr. T. Iweda, Miss E. Monheimer, Miss H. B. Schwartz, Mr. J. A. Bergman, Mr. H. W. Briving, Lieut. and Mrs. E. H. Duane, Mr. K. B. Mackenzie, Mr. J. E. Logan, Mr. Kong Pak

Yuek, Mrs. Wu Shée, Mr. J. C. Pepper, Miss M. E. Duane, and Mr. E. R. Broderick.

The following passengers left yesterday by the s.s. Yokohama Maru: Rev. R. K. Keithahn, Dr. Richard Sorge, Mr. Chen Shong Kwai, Mr. Y. Y. Lee, Mr. Peter van Klavess, Mr. Luise H. Lee, Mrs. E. Palmer, Miss M. E. Menton, Miss A. G. Stewart, Miss E. Gibbs, Mrs. A. Drury, Miss L. N. Sylvester, Miss J. M. Donald, Miss C. M. McKinnon, Mr. P. Abillo, Mrs. J. B. Sweet, Miss Sweet, Miss Alice Satre, and Miss Li Wai Lan.

The following passengers left on August 4 by the s.s. Korea Maru: Mr. J. H. Davy, Mr. Emil Rieck, Mr. H. Hino, Mr. and Mrs. Katsumata, and Mr. S. Kishimoto.

## H.M.S. MAGNOLIA IN JAVA.

## ROUND OF ENTERTAINMENTS.

On Thursday, July 17, H.M.S. Magnolia steamed into the harbour of Tanjong Priok. The Commandant was the guest of the Acting British Consul-General and Mrs. Fitzmaurice during the visit of his ship to Batavia.

On Thursday afternoon Mr. and Mrs. Fitzmaurice gave a thé dantant at their home on Koningsplein Oost, to introduce Commander Butler and his officers to the Dutch naval people and other residents of Batavia. About a hundred and fifty people were present.

Mr. and Mrs. Fitzmaurice received their guests on the large verandah, or what the Dutch call the front gallery, of their house. Tea was served at numerous tables on the lawn in front of the house. An attractive scheme of flowers was carried out in our national colours.

The band stopped playing at 8 p.m. and this brought to a conclusion a very successful party.

On Friday evening, July 18, the usual monthly dance of the Box was held, and the naval officers were the guests of the club.

Mr. and Mrs. Fitzmaurice had a dinner party at which they entertained Admiral Ten Broeck Hoekstra and other Dutch naval officers, and a few of the officers of the Magnolia. After dinner the party went to the Box dance.

On Saturday afternoon a football team of men from the Magnolia played a Box team on the club grounds. It resulted in an easy victory for the navy, the score being 6-2.

On Sunday there was a cricket match and on Monday a hockey match.

On Monday Admiral Hoekstra gave a luncheon party. On Tuesday evening Commander Butler and his officers gave an entirely unofficial but very delightful party on the Magnolia.

Owing to the very restricted space on the gunboat the party was necessarily limited to a small number of guests, but those who were lucky enough to be present thoroughly enjoyed themselves.

The officers went to great trouble for the entertainment of their visitors, who greatly appreciated their hospitality and found the navy to be perfect hosts.

H.M.S. Magnolia left early on Wednesday morning. Her visit has left pleasant memories, and this breath of Great Britain was very refreshing to those living for years in a foreign country.

## CONFERENCE ON CREMATION.

## PREVENTION OF CRIME.

Professor Sydney Smith, Professor of Forensic Medicine at Edinburgh University, initiated a public debate at a conference in Edinburgh of the cremation authorities of Great Britain recently.

Professor Smith, taking "Cremation and Crime" as his subject, called attention to the greater stringency of the regulations in regard to the manner of certificates required in the case of cremation than in the case of earth burial.

There was, he said, no chance of slipshod certification in cremation. For instance, the investigation preliminary to burial would detect whether there had been poisoning.

It was a deterrent, because a murderer would have the idea of two or three medical men poking around bodies to see what the cause of death might be. Cremation would discover crime which might otherwise escape detection. It would thus tend to prevent crime. He thought the safeguards in earth burial should be brought into line with safeguards in cremation.

## Christian Doctrine Favourable.

The Rev. Dr. George Christie, of St. Andrew's Church, Edinburgh, who spoke from the point of view of the Christian Church, said there was nothing in Christian doctrine as understood and taught in this country to render cremation anything but advisable and in some cases extremely proper. The spirit was not affected by anything that happened to the poor carcass.

Dr. J. Johnston Jarvis, Leeds, said the disposal of the dead in the country was a simple thing, but in urban communities it became a real problem. Cemeteries in congested areas were, to his mind, a source of danger. He instanced a case in Leeds, of which city he was medical officer of health. In a cemetery in this heart of the city trial holes that they had examined were found to be greatly contaminated with bacteria. There was definite risk that this water was percolating through to the underground water supply which was serving some houses in the district.

## Use for Closed Cemetery.

The morning session was largely devoted to a discussion on cremation in regard to public health and sanitation. The Chairman, Mr. Murray, N. Phelps, of Birmingham, suggested the use of closed cemeteries for the burial of the ashes of cremated bodies. He had recently informed an old lady that those great personages who were given the honour of burial in Westminster Abbey were first cremated, and only the ashes were deposited. The old lady, he said, pondered the matter for some time, and then she said that was a proper regulation, because it was a populous neighbourhood. (Laughter.)

He also suggested that as intemperance of urns was freely permitted, it would be a possible source of income to the church. Many would be willing to be cremated if their ashes could rest inside the church where they and their ancestors had worshipped for many years.

In reply to a question, the Chairman stated that there had been no actual proof of a case of disease being traced to the existence of a cemetery, although in more than one case there was more than a suspicion that illness might have been caused by proximity to a cemetery.

The attitude of undertakers to cremations was introduced by Mr. J. D. Passon, of Edinburgh, who spoke of the friendly attitude of undertakers towards cremation. The only thing he had to regret was that when the cremation authorities reduced their charges they sometimes found the other expenses associated with the funeral were conducted on an extravagant scale. He thought they should adopt uniform regulations.

Mr. George A. Noble, secretary of the Cremation Society, said that twenty undertakers had been cremated at Golders Green. Those men had had both systems of disposal under observation. He could give the names of at least another dozen undertakers who had expressed a desire for cremation at their own demise.

It was agreed that the executive should meet the Undertakers' Association with a view to discussion of matters in dispute between them.

The Empress of Asia arrived at Kobe yesterday (Tuesday), at 10 a.m., left at 4 p.m., and is due at Nagasaki to-day at 3 p.m. She leaves that port to-morrow at 5 a.m.

## IMPORTANT U.S. MAIL CONTRACT.

## DOLLAR LINE'S SUCCESSFUL BID.

Another complex situation was added to the U.S. Administration's merchant marine problems when the Dollar Steamship Lines underbid the Dawson-Dant group for the ocean mail on the proposed route from Portland, Ore., to the Orient and Philippine Islands, after the latter interests had completed plans to establish a new American steamship service for operation between Atlantic ports via the Panama Canal to Pacific Coast ports, thence to the Orient and Philippines.

The Dollar bid, entered in the name of the Admiral Oriental Line, Seattle, offered to inaugurate the proposed service with five new 18-knot 10,000-ton combination passenger and cargo vessels at the mail pay rate of \$5.45 per nautical mile. It stipulates maximum rates under the Jones-White Act for operation of additional vessels, viz Class 3, 18 knots, \$8, and Class 2, 20 knots, \$10.

The Dawson-Dant proposal calling for maximum rates in classes of vessels, was submitted in the name of Pacific-Atlantic Navigation Company, Portland. This company, organized to establish the new line offered to perform the mail service with vessels, Class 4, at the maximum rate of \$8 per nautical mile; Class 3, \$9; Class 2, \$10; and Class 1, \$12.

Specifications under which bids were opened in the office of Assistant Postmaster-General Glover require the successful bidder to build three new Class 4 vessels within 25 months from the date of the award of the contract, and two additional vessels within 31 months from such date. The estimated cost of the vessels has ranged from \$3,500,000 to \$5,000,000 each.

The contract will run for a period of 10 years, requiring 10 trips during the first year of the service and not less than 12 or more than 18 trips a year during the remainder of the contract term.

Mr. R. Stanley Dollar, executive head of the Dollar Line, and Mr. Kenneth D. Dawson, president of the States Steamship Company and prime mover in organizing the Pacific-Atlantic Navigation Company for operation of the proposed Atlantic-Pacific-Orient service, were present at the opening of the bids. Both refused to comment as to their respective bids, although Mr. Dawson and his associates indicated surprise when the Dollar proposal was read.

## TRAWLER FOR SOVIET GOVERNMENT.

## PASSES THROUGH HONG KONG.

The second of the fleet of trawlers sold to the Soviet Government from Aberdeen, Scotland, arrived here on Sunday morning on her way to Vladivostok.

Capt. Gervan is in command with a crew of four British seamen and eight Asiatics.

One interesting fact is that this particular trawler left Aberdeen on May 3, that is, twelve days before the one that has already arrived here and has since left.

Messrs. Gilman & Co. are the local agents.

## MAIL AT U.S. CONSULATE.

Mail has been received at the American Consulate-General for the following persons:—Geo. A. Allan, Miss F. Bostwick, E. Caldwell, Mrs. T. Chamberlain, J. A. Conley, R. G. Cooper, V. H. Donnelly, H. C. Evans, Miss Mrs. M. C. Foster, F. Hamilton, Mrs. L. W. Hoecker, W. R. Kendall, Mrs. G. H. Kosten, S. Madrinan, G. E. Mente, J. Murphy, W. C. Odland, Miss A. Riggin, G. B. Rogers, Miss M. Root, Sadie, L. I. Simpson, Mrs. K. Smith, A. B. Taylor, R. L. Teigler, and G. L. Townsend.

## SHIPS IN HARBOUR.

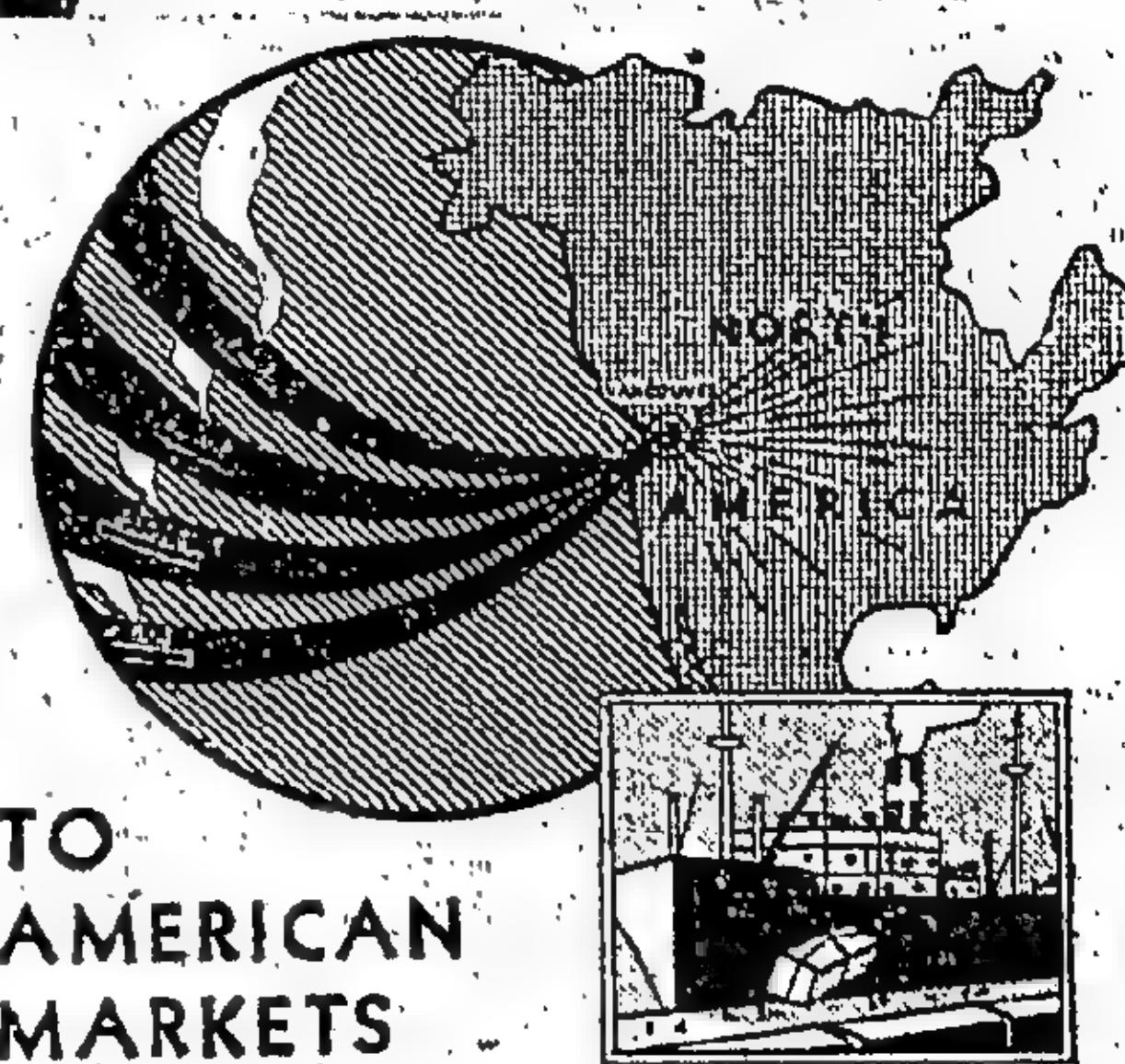
The following merchant ships were in port yesterday:—

Wharves:—Kowloon: Benledi, Benyackie, Nam Sang, Empress of Japan.

Docks:—Kowloon: Planorbis, Torborg, Rizal, Ulrika, Taikoo, Hupeh, Hongpheng, Storviken, Kamiloa, Tipanas, Natic, Solen.

Buoys:—At Harung Maru; A2, Aeneas; A3, Canada; Maru; A4, Kum Sang; A5, Tjibaduk; B7, Szechuan; B9, Hog Sang; B11, Tons Maru; B12, Sinkiang; B13, Yung Chai; B14, Kwai-chang; C17, Yung Chai; B24, Kiangsu; A27, Tinhow; A28, Kiangsu; A29, Tjibaduk; A30, Katsuma; Maru; A31, Ategu Maru; C25, Chip Shing; B36, Wing Wo; C37, Chung Kong; B38, Telemachus; C39, Gustav Diederichsen; C40, Helikon; C41, Wing Lee; C42, Yojin Maru; C49, Tetsuzan Maru.

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Peterman's Roach Food exterminates every roach in your house.

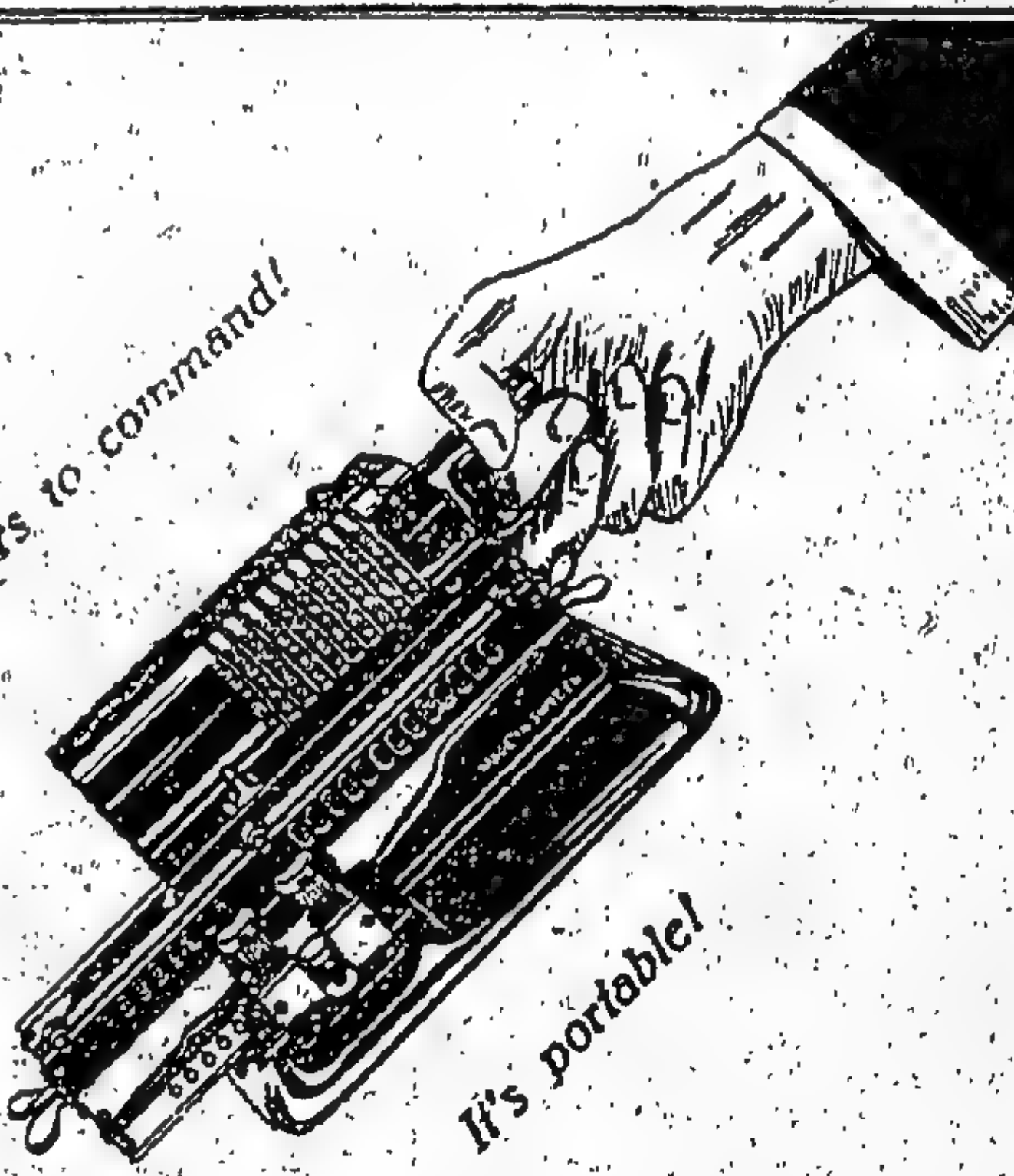
It entices roaches from their hiding places. They carry it on their legs and bodies back to their nests. They wriggle over all the others there over their young and their eggs.

Every one dies and disintegrates. No odour. Nothing is left but a little dry dust.

Don't try to fight roaches with a spray. No spray can possibly reach the roaches, the young and the eggs far behind the baseboards and under the floors.

Only the right powder can do that. Peterman's Roach Food is the right powder.

Yours to command!



## The ORIGINAL ODHNER

The machine to count on

DODWELL & CO. LTD.

Queen's Building







## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA

Pres. Garfield, Dollar, Aug. 10.  
Pres. Polk, Dollar, Aug. 24.  
Pres. Adams, Dollar, Sept. 7.

## AMCOY

Namsang, Jardine's, Aug. 8.  
Tibbadak, J.C.J.L., Aug. 7.  
Haining, Douglas, Aug. 8.  
Antung, B. & S., Aug. 10.  
Haining, Douglas, Aug. 12.  
Tayuan, B. & S., Aug. 14.  
Taima, B.I., Aug. 14.  
Taisaroca, J.C.J.L., Aug. 17.  
Kutsang, Jardine's, Aug. 10.  
Tjondari, J.C.J.L., Aug. 21.  
Shirala, B.I., Aug. 2.  
Hosang, Jardine's, Aug. 31.  
Yuensang, Jardine's, Sept. 7.

## ANTWERP

Haruna Maru, N.Y.K., Aug. 9.  
Kamo Maru, N.Y.K., Aug. 19.  
Kashmir, P. & O., Aug. 30.  
Asia, Manners, Sept. 5.  
Agra, Gilman's, Sept. 14.

## AUSTRALIAN PORTS

Kitano Maru, N.Y.K., Aug. 19.  
Changta, B. & S., Aug. 22.  
Tanda, E. & A., Sept. 5.

## BALTIC PORTS

Asia, Manners, Sept. 5.

## BALTIMORE

City of Delhi, Bank, Aug. 7.  
Rhexenor, B.F., Aug. 22.  
Irisbank, Bank, Aug. 24.

## BANGKOK

Kiangau, B. & S., Aug. 10.  
Kaying, B. & S., Aug. 17.

## BARCELONA

Doric Star, Dodwell's, Aug. 8.  
Delagoa Maru, N.Y.K., Aug. 14.  
Sauerland, Jebson, Sept. 13.

## BELOWAN-DELI

Cremor, J.C.J.L., Aug. 14.

## BOMBAY

Tamba Maru, N.Y.K., Aug. 11.  
Rajputana, P. & O., Aug. 18.  
Kidderpore, P. & O., Aug. 19.  
Penang Maru, N.Y.K., Aug. 28.  
Mantua, P. & O., Sept. 13.

## BOSTON

City of Delhi, Bank, Aug. 7.  
Chinese Prince, Furness, Aug. 10.  
Pres. Garfield, Dollar, Aug. 10.  
Tai Shan, Dodwell's, Aug. 18.  
Rhexenor, B.F., Aug. 22.  
Irisbank, Bank, Aug. 24.  
Pres. Polk, Dollar, Aug. 24.  
Kamo Maru, N.Y.K., Aug. 24.  
Siamese Prince, Furness, Aug. 26.  
Kuma Maru, N.Y.K., Sept. 2.  
Pres. Adams, Dollar, Sept. 7.  
Malayan Prince, Furness, Sept. 11.

## BREMEN

Witram, Melchers, Aug. 14.  
Main, Melchers, Aug. 24.  
Lahn, Melchers, Sept. 12.

## BRINDISI

Moncalieri, Dodwell's, Aug. 10.  
Fiume-L, Dodwell's, Sept. 8.

## CALCUTTA

Kumsang, Jardine's, Aug. 6.  
Nagato Maru, N.Y.K., Aug. 9.  
Bengal Maru, N.Y.K., Aug. 15.  
Suisang, Jardine's, Aug. 15.  
Tilawa, B.I., Aug. 16.  
Namsang, Jardine's, Aug. 23.  
Talamia, B.I., Aug. 23.  
Shirala, B.I., Sept. 9.  
Taima, B.I., Sept. 11.

## CASABLANCA

Philoctetes, B.F., Aug. 19.

## CEBU

Rhexenor, B.F., Aug. 22.

## CHEFOO

Kueichow, B. & S., Aug. 10.  
Huichow, B. & S., Aug. 22.

## COLOMBO

Glenamoy, Jardine's, Aug. 8.  
Haruna Maru, N.Y.K., Aug. 9.  
Pres. Garfield, Dollar, Aug. 10.  
Tamba Maru, N.Y.K., Aug. 11.  
D'Artagnan, M.M., Aug. 12.  
Delagoa Maru, N.Y.K., Aug. 14.  
Rajputana, P. & O., Aug. 18.  
Kamo Maru, N.Y.K., Aug. 19.  
Kidderpore, P. & O., Aug. 19.  
Pres. Polk, Dollar, Aug. 24.  
Angers, M.M., Aug. 26.  
Glengarry, Jardine's, Aug. 28.  
Penang Maru, N.Y.K., Aug. 28.  
Kashmir, P. & O., Aug. 30.  
Sarpedon, B.F., Sept. 3.  
Pres. Adams, Dollar, Sept. 7.  
Mantua, P. & O., Sept. 13.

## COPENHAGEN

Asia, Manners, Sept. 5.

## DALNY

Yingchow, B. & S., Aug. 11.  
Patroclus, B.F., Aug. 23.

## DUTCH PORTS

Doric Star, Dodwell's, Aug. 8.  
Glenamoy, Jardine's, Aug. 8.  
City of Madras, Bank, Aug. 9.  
Haruna Maru, N.Y.K., Aug. 9.  
Witram, Melchers, Aug. 14.  
Duisburg, Jebson, Aug. 19.  
Kamo Maru, N.Y.K., Aug. 19.  
Philoctetes, B.F., Aug. 19.  
Main, Melchers, Aug. 24.  
Kashmir, P. & O., Aug. 30.  
Sarpedon, B.F., Sept. 3.  
Ramesse, Jebson, Sept. 4.  
Asia, Manners, Sept. 5.  
Lahn, Melchers, Sept. 11.  
City of Lille, Bank, Sept. 13.  
Sauerland, Jebson, Sept. 13.  
Agra, Gilman's, Sept. 14.

## FOOCHOW

Chipshing, Jardine's, Aug. 8.  
Haining, Douglas, Aug. 8.  
Kueichow, B. & S., Aug. 10.  
Haining, Douglas, Aug. 12.  
Cheongshing, Jardine's, Aug. 17.  
Huichow, B. & S., Aug. 22.

## GENOA

Moncalieri, Dodwell's, Aug. 10.  
Pres. Garfield, Dollar, Aug. 10.  
Delagoa Maru, N.Y.K., Aug. 14.  
Duisburg, Jebson, Aug. 19.  
Dardanus, B.F., Aug. 21.  
Pres. Polk, Dollar, Aug. 24.  
Ramesse, Jebson, Sept. 4.  
Pres. Adams, Dollar, Sept. 7.  
Fiume-L, Dodwell's, Sept. 8.  
Sauerland, Jebson, Sept. 13.

## GLASGOW

Dardanus, B.F., Aug. 21.  
Sarpedon, B.F., Sept. 3.

## HAIPHONG AND HOIHOW

Tean, B. & S., Aug. 10.  
Changta, B. & S., Aug. 21.

## HAMBURG

Doric Star, Dodwell's, Aug. 8.  
Glenamoy, Jardine's, Aug. 8.  
City of Madras, Bank, Aug. 9.  
Witram, Melchers, Aug. 14.  
Duisburg, Jebson, Aug. 19.  
Philoctetes, B.F., Aug. 19.  
Main, Melchers, Aug. 24.  
Glengarry, Jardine's, Aug. 28.  
Ramesse, Jebson, Sept. 4.  
Asia, Manners, Sept. 5.  
Lahn, Melchers, Sept. 11.  
City of Lille, Bank, Sept. 13.  
Sauerland, Jebson, Sept. 13.  
Agra, Gilman's, Sept. 14.

## HAYE

Doric Star, Dodwell's, Aug. 8.  
Dardanus, B.F., Aug. 21.  
Nelus, B.F., Sept. 6.

## HONOLULU

Shinyo Maru, N.Y.K., Aug. 13.  
Tatsuta Maru, N.Y.K., Aug. 21.  
Ginyo Maru, N.Y.K., Aug. 27.

## JAPAN PORTS

Borda, P. & O., Aug. 6.  
Lycoson, B.F., Aug. 8.  
Namsang, Jardine's, Aug. 6.  
Anhalt, Melchers, Aug. 7.  
Emp. of Japan, C.P.S., Aug. 7.  
Lahn, Melchers, Aug. 8.  
Malacca Maru, N.Y.K., Aug. 8.  
Kashima Maru, N.Y.K., Aug. 9.  
Kanagawa Maru, N.Y.K., Aug. 12.  
Tanda, E. & A., Aug. 12.  
Alipore, P. & O., Aug. 13.  
Shinyo Maru, N.Y.K., Aug. 13.  
Taima, B.I., Aug. 14.  
City of Athens, Bank, Aug. 15.  
Mantua, P. & O., Aug. 15.  
Carignano, Dodwell's, Aug. 16.  
Calchias, B.F., Aug. 17.  
Kuma Maru, N.Y.K., Aug. 17.  
Sauerland, Jebson, Aug. 17.  
Sphinx, M.M., Aug. 18.  
Tai Shan, Dodwell's, Aug. 18.  
Kutsang, Jardine's, Aug. 19.  
Emp. of Asia, C.P.S., Aug. 20.  
Tatsuta Maru, N.Y.K., Aug. 21.  
Shirala, B.I., Aug. 22.  
Protestant, B.F., Aug. 23.  
Shantung, Gilman's, Aug. 23.  
Tokio Maru, N.Y.K., Aug. 27.  
Ginyo Maru, N.Y.K., Aug. 27.  
Eurypylus, B.F., Aug. 29.  
Autolyus, B.F., Aug. 29.  
Carnarvonshire, Jardine's, Aug. 29.  
Kashgar, P. & O., Aug. 29.  
Berrima, P. & O., Aug. 31.  
Hosang, Jardine's, Aug. 31.  
Veneria-L, Dodwell's, Aug. 31.  
General Metairie, M.M., Sept. 1.  
Emp. of Canada, C.P.S., Sept. 4.  
Isar, Melchers, Sept. 6.  
Muensterland, Jebson, Sept. 7.  
St. Albans, B.I., Sept. 8.  
Glengbeg, Jardine's, Sept. 12.  
Malwa, P. & O., Sept. 12.  
Leverkusen, Jebson, Sept. 15.

## JAVA PORTS

Tjikarang, J.C.J.L., Aug. 6.  
Tjibadok, J.C.J.L., Aug. 12.  
Tjibadok, J.C.J.L., Aug. 19.  
Tjinalak, J.C.J.L., Aug. 26.

## KEBAO

Ningpo, B. & S., Aug. 7.

## LIVERPOOL

Doric Star, Dodwell's, Aug. 8.  
Delagoa Maru, N.Y.K., Aug. 14.  
Dardanus, B.F., Aug. 21.  
Nelus, B.F., Sept. 6.

## LONDON

Doric Star, Dodwell's, Aug. 8.  
Glenamoy, Jardine's, Aug. 8.  
City of Madras, Bank, Aug. 9.  
Haruna Maru, N.Y.K., Aug. 9.  
Rajputana, P. & O., Aug. 18.  
Kamo Maru, N.Y.K., Aug. 19.  
Philoctetes, B.F., Aug. 19.  
Glengarry, Jardine's, Aug. 28.  
Kashmir, P. & O., Aug. 30.  
Sarpedon, B.F., Sept. 3.  
Pres. Adams, Dollar, Sept. 7.  
Mantua, P. & O., Sept. 13.

## LOS ANGELES

Pres. Jefferson, A.M.L., Aug. 12.  
Shinyo Maru, N.Y.K., Aug. 13.  
Tai Shan, Dodwell's, Aug. 18.  
Tatsuta Maru, N.Y.K., Aug. 21.  
Pres. Lincoln, Dollar, Aug. 26.  
Ginyo Maru, N.Y.K., Aug. 27.  
Pres. Madison, A.M.L., Sept. 9.

## MANILA

Tjikarang, J.C.J.L., Aug. 6.  
Pres. Garfield, Dollar, Aug. 10.  
City of Delhi, Bank, Aug. 12.  
Pres. Grant, A.M.L., Aug. 12.  
Pres. Lincoln, Dollar, Aug. 16.  
Kitano Maru, N.Y.K., Aug. 19.  
Tjibadok, J.C.J.L., Aug. 19.  
Changta, B. & S., Aug. 21.  
Rhexenor, B.F., Aug. 22.  
Pres. Polk, Dollar, Aug. 24.  
Pres. Cleveland, Dollar, Aug. 28.  
Pres. Madison, A.M.L., Aug. 28.  
Tanda, E. & A., Sept. 5.  
Nelus, B.F., Sept. 6.  
Pres. Adams, Dollar, Sept. 7.

## MARSEILLES

Haruna Maru, N.Y.K., Aug. 9.  
Pres. Garfield, Dollar, Aug. 10.  
Delagoa Maru, N.Y.K., Aug. 11.  
D'Artagnan, M.M., Aug. 12.  
Witram, Melchers, Aug. 14.  
Rajputana, P. & O., Aug. 18.  
Kamo Maru, N.Y.K., Aug. 19.  
Kidderpore, P. & O., Aug. 19.  
Philoctetes, B.F., Aug. 19.  
Main, Melchers, Aug. 24.  
Pres. Polk, Dollar, Aug. 24.  
Angers, M.M., Aug. 26.  
Kashmir, P. & O., Aug. 30.  
Sarpedon, B.F., Sept. 3.  
Pres. Adams, Dollar, Sept. 7.  
Lahn, Melchers, Sept. 11.  
Mantua, P. & O., Sept. 13.

## NAPLES

Haruna Maru, N.Y.K., Aug. 9.  
Pres. Garfield, Dollar, Aug. 10.  
Chinese Prince, Furness, Aug. 12.  
Kamo Maru, N.Y.K., Aug. 23.  
Pres. Polk, Dollar, Aug. 24.  
Siamese Prince, Furness, Aug. 26.  
Pres. Adams, Dollar, Sept. 7.

## NEW YORK, BOSTON, etc.

City of Delhi, Bank, Aug. 7.  
Chinese Prince, Furness, Aug. 10.  
Pres. Garfield, Dollar, Aug. 10.  
Tai Shan, Dodwell's, Aug. 18.  
Rhexenor, B.F., Aug. 22.  
Irisbank, Bank, Aug. 24.  
Pres. Polk, Dollar, Aug. 24.  
Tokio Maru, N.Y.K., Aug. 24.  
Siamese Prince, Furness, Aug. 26.  
Kuma Maru, N.Y.K., Sept. 2.  
Pres. Adams, Dollar, Sept. 7.  
Malayan Prince, Furness, Sept. 11.

## NEWORWANG

Yingchow, B. & S., Aug. 11.

## NORTH CHINA PORTS

Patroclus, B.F., Aug. 23.  
Derflinger, Melchers, Aug. 26.

## PANAMA

Tai Shan, Dodwell's, Aug. 18.  
Tokio Maru, N.Y.K., Aug. 24.  
Ginyo Maru, N.Y.K., Aug. 27.  
Kuma Maru, N.Y.K., Sept. 2.

## PENANG

Kumsang, Jardine's, Aug. 6.  
Haruna Maru, N.Y.K., Aug. 9.  
Nagato Maru, N.Y.K., Aug. 9.  
Pres. Garfield, Dollar, Aug. 10.  
Tamba Maru, N.Y.K., Aug. 11.  
Cremor, J.C.J.L., Aug. 14.  
Bengal Maru, N.Y.K., Aug. 15.  
Suisang, Jardine's, Aug. 15.  
Rajputana, P. & O., Aug. 18.  
Tilawa, B.I., Aug. 16.  
Kamo Maru, N.Y.K., Aug. 19.  
Sauerland, Jebson, Aug. 19.  
Sphinx, M.M., Aug. 18.  
Tai Shan, Dodwell's, Aug. 18.  
Kutsang, Jardine's, Aug. 19.  
Emp. of Asia, C.P.S., Aug. 20.  
Tatsuta Maru, N.Y.K., Aug. 21.  
Shirala, B.I., Aug. 22.  
Protestant, B.F., Aug. 23.  
Shantung, Gilman's, Aug. 23.  
Tokio Maru, N.Y.K., Aug. 27.  
Ginyo Maru, N.Y.K., Aug. 27.  
Eurypylus, B.F., Aug. 29.  
Autolyus, B.F., Aug. 29.  
Carnarvonshire, Jardine's, Aug. 29.  
Kashgar, P. & O., Aug. 29.  
Berrima, P. & O., Aug. 31.  
Hosang, Jardine's, Aug. 31.  
Veneria-L, Dodwell's, Aug. 31.  
General Metairie, M.M., Sept. 1.  
Emp. of Canada, C.P.S., Sept. 4.  
Isar, Melchers, Sept. 6.  
Muensterland, Jebson, Sept. 7.  
St. Albans, B.I., Sept. 8.  
Glengbeg, Jardine's, Sept. 12.  
Malwa, P. & O., Sept. 12.  
Leverkusen, Jebson, Sept. 15.

## RABAU

Bremheraven, Melchers, Sept. 6.

## RANGOON

Nagato Maru, N.Y.K., Aug. 9.  
Bengal Maru, N.Y.K., Aug. 15.

## SAIGON

D'Artagnan, M.M., Aug. 12.  
Angers, M.M., Aug. 26.

## SANDAKAN

Hinsang, Jardine's, Aug. 13.  
Mausang, Jardine's, Aug. 25.

## SAN FRANCISCO

Pres. Jefferson, A.M.L., Aug. 12.  
Shinyo Maru, N.Y.K., Aug. 13.  
Kuma Maru, N.Y.K., Aug. 17.  
Tai Shan, Dodwell's, Aug. 18.  
Tatsuta Maru, N.Y.K., Aug. 21.  
Tokio Maru, N.Y.K., Aug. 24.  
Pres. Lincoln, Dollar, Aug. 26.  
Pres. Madison, A.M.L., Sept. 9.

## SCANDINAVIAN PORTS

Asia, Manners, Sept. 5.  
Agra, Gilman's, Sept. 14.

## SEATTLE

Pres. Grant, A.M.L., Aug. 18.  
Protestant, B.F., Aug. 23.  
Pres. Cleveland, Dollar, Sept. 2.  
Teucer, B.F., Sept. 12.

## SHANGHAI

Borda, P. & O., Aug. 6.  
Hopsang, Jardine's, Aug. 8.  
Lycoson, B.F., Aug. 8.  
Anhalt, Melchers, Aug. 7.  
Asia, Manners, Aug. 7.  
Emp. of Japan, C.P.S., Aug. 7.  
Tjibadok, J.C.J.L., Aug. 7.  
Chengtu, B. & S., Aug. 8.  
Lahn, Melchers, Aug. 8.  
Malacca Maru, N.Y.K., Aug. 8.  
Tainan, B. & S., Aug. 8.  
Kashima Maru, N.Y.K., Aug. 9.  
Hongsang, Jardine's, Aug. 10.  
Soochow, B. & S., Aug. 10.  
Yingchow, B. & S., Aug. 11.  
Kanagawa Maru, N.Y.K., Aug. 12.  
Canfa, B.F., Aug. 12.  
Sunning, B. & S., Aug. 12.  
Alipore, P. & O., Aug. 13.  
Changta, B. & S., Aug. 13.  
Rhexenor, B.F., Aug. 22.  
Pres. Polk, Dollar, Aug. 24.  
Pres. Cleveland, Dollar, Aug. 28.  
Pres. Madison, A.M.L., Aug. 28.  
Tanda, E. & A., Sept. 5.  
Nelus, B.F., Sept. 6.  
Pres. Adams, Dollar, Sept. 7.

## SHANGHAI—(Continued).

Kuma Maru, N.Y.K., Aug. 17.  
Kwongsang, Jardine's, Aug. 17.  
Sauerland, Jebson, Aug. 17.  
Sphinx, M.M., Aug. 18.  
Tai Shan, Dodwell's, Aug. 18.  
Kutsang, Jardine's, Aug. 19.  
Chaksang, Jardine's, Aug. 20.  
Emp. of Asia, C.P.S., Aug. 20.  
Tatsuta Maru, N.Y.K., Aug. 21.  
Tjondari, J.C.J.L., Aug. 21.  
Shirala, B.I., Aug. 22.  
Angers, M.M., Aug. 22.  
Shantung, Gilman's, Aug. 23.  
Tokio Maru, N.Y.K., Aug. 24.  
Derflinger, Melchers, Aug. 26.  
Eurypylus, B.F., Aug. 29.  
Autolyus, B.F., Aug. 29.  
Carnarvonshire, Jardine's, Aug. 29.  
Kashgar, P. & O., Aug. 29.  
Berrima, P. & O., Aug. 31.  
Veneria-L, Dodwell's, Aug. 31.  
Africa, Manners, Sept. 1.  
General Metairie, M.M., Sept. 1.  
Emp. of Canada, C.P.S., Sept. 4.  
Isar, Melchers, Sept. 6.  
Eumaeus, B.F., Sept. 7.  
Muensterland, Jebson, Sept. 7.  
Glengbeg, Jardine's, Sept. 12.  
Malwa, P. & O., Sept. 12.  
Leverkusen, Jebson, Sept. 15.

## SINGAPORE

Bingo Maru, N.Y.K., Aug. 6.  
Kumsang, Jardine's, Aug. 6.  
City of Delhi, Bank, Aug. 7.  
Doric Star, Dodwell's, Aug. 8.  
Glenamoy, Jardine's, Aug. 8.  
Haruna Maru, N.Y.K., Aug. 9.  
Nagato Maru, N.Y.K., Aug. 9.  
Antung, B. & S., Aug. 10.  
Moncalieri, Dodwell's, Aug. 10.  
Pres. Garfield, Dollar, Aug. 10.  
Tamba Maru, N.Y.K., Aug. 11.  
D'Artagnan, M.M., Aug. 12.  
Cremor, J.C.J.L., Aug. 14.  
Delagoa Maru, N.Y.K., Aug. 14.  
Witram, Melchers, Aug. 14.  
Bengal Maru, N.Y.K., Aug. 15.  
Suisang, Jardine's, Aug. 15.  
Rajputana, P. & O., Aug. 18.  
Tilawa, B.I., Aug. 16.  
Kamo Maru, N.Y.K., Aug. 19.  
Kidderpore, P. & O., Aug. 19.  
Philoctetes, B.F., Aug. 19.  
Dardanus, B.F., Aug. 21.  
Rhexenor, B.F., Aug. 22.  
Namsang, Jardine's, Aug. 23.  
Talamia, B.I., Aug. 23.  
Main, Melchers, Aug. 24.  
Pres. Polk, Dollar, Aug. 24.  
Angers, M.M., Aug. 26.  
Glengarry, Jardine's, Aug. 28.  
Penang Maru, N.Y.K., Aug. 28.  
Kashmir, P. & O., Aug. 30.  
Sarpedon, B.F., Sept. 3.  
Nelus, B.F., Sept. 6.  
Pres. Adams, Dollar, Sept. 7.  
Fiume-L, Dodwell's, Sept. 8.  
Kawachi Maru, N.Y.K., Sept. 9.  
Shirala, B.I., Sept. 9.  
Lahn, Melchers, Sept. 11.  
Taima, B.I., Sept. 11.  
Mantua, P. & O., Sept. 13.

## SOUTH AFRICAN PORTS

Bingo Maru, N.Y.K., Aug. 6.  
Kawachi Maru, N.Y.K., Sept. 9.

## SOUTH AMERICAN PORTS

Bingo Maru, N.Y.K., Aug. 6.  
Ginyo Maru, N.Y.K., Aug. 27.  
Kawachi Maru, N.Y.K., Sept. 9.

## SWATOW

Hopsang, Jardine's, Aug. 6.  
Chipshing, Jardine's, Aug. 8.  
Haining, Douglas, Aug. 8.  
Antung, B. & S., Aug. 10.  
Hongsang, Jardine's, Aug. 10.  
Kiangau, B. & S., Aug. 10.  
Kueichow, B. & S., Aug. 10.  
Soochow, B. & S., Aug. 10.  
Haining, Douglas, Aug. 12.  
Sunning, B. & S., Aug. 12.  
Waishing, Jardine's, Aug. 13.  
Linan, B. & S., Aug. 14.  
Cheongshing, Jardine's, Aug. 17.  
Kaying, B. & S., Aug. 17.  
Kwongsang, Jardine's, Aug. 17.  
Tjaisaroca, J.C.J.L., Aug. 17.  
Chaksang, Jardine's, Aug. 20.  
Huichow, B. & S., Aug. 22.

## TIENTSIN

Chipshing, Jardine's, Aug. 8.  
Kueichow, B. & S., Aug. 10.  
Cheongshing, Jardine's, Aug. 17.  
Huichow, B. & S., Aug. 22.

## TRIESTE AND VENICE

Moncalieri, Dodwell's, Aug. 10.  
Fiume-L, Dodwell's, Sept. 8.

## TSINGTAO

Hopsang, Jardine's, Aug. 6.  
Hongsang, Jardine's, Aug. 10.  
Soochow, B. & S., Aug. 10.  
Sunning, B. & S., Aug. 12.  
Waishing, Jardine's, Aug. 13.  
Kwongsang, Jardine's, Aug. 17.  
Chaksang, Jardine's, Aug. 20.  
Patroclus, B.F., Aug. 23.

## VANCOUVER, B.C.

Emp. of Japan, C.P.S., Aug. 7.  
Emp. of Asia, C.P.S., Aug. 20.  
Protestant, B.F., Aug. 23.  
Emp. of Canada, C.P.S., Sept. 4.  
Teucer, B.F., Sept. 12.

## VICTORIA, B.C.

Emp. of Japan, C.P.S., Aug. 7.  
Pres. Grant, A.M.L., Aug. 19.  
Emp. of Asia, C.P.S., Aug. 20.  
Protestant, B.F., Aug. 23.  
Pres. Cleveland, Dollar, Sept. 2.  
Emp. of Canada, C.P.S., Sept. 4.  
Teucer, B.F., Sept. 12.

## VLADIVOSTOK

Calchias, B.F., Aug. 17.  
Shantung, Gilman's, Aug. 23.  
Carnarvonshire, Jardine's, Aug. 29.  
Glengbeg, Jardine's, Sept. 12.

## WELHAIWEI

Kueichow, B. & S., Aug. 10.  
Huichow, B. & S., Aug. 22.  
Patroclus, B.F., Aug. 23.

## EXPECTED ARRIVALS AND MOVEMENTS. CONSIGNEE NOTICES.

## Adrastus due from New York Sept. 6.

Aldaramin due from Shanghai Aug. 8.  
Alipore due from Singapore Aug. 12.

Anhalt due from Europe Aug. 7.  
Autolyus due from Europe Aug. 29.

Berr



## CHINA NAVIGATION

COMPANY, LIMITED.

Kobe	NINGPO	On 7th Aug.	9 a.m.
Shanghai	TSINAN	On 8th Aug.	5 p.m.
Shanghai	CHENGDU	On 8th Aug.	5 p.m.
Amoy, Swatow & Singapore	ANTUNG	On 10th Aug.	10 a.m.
Hoihow, Pakhoi & Haiphong	TEAN	On 10th Aug.	10 p.m.
Swatow, Foochow, Wunhaiwei, Chefoo & Tientsin	KUEICHO	On 10th Aug.	Noon
Swatow, Shanghai & Tientsin	SOOCHOW	On 10th Aug.	2 p.m.
Swatow & Bangkok	KLANGSU	On 10th Aug.	3 p.m.
Shanghai, Newchwang & Dalny	YINGHO	On 11th Aug.	5 p.m.
Swatow, Shanghai & Tientsin	SUNNING	On 12th Aug.	2 p.m.
Amoy & Shanghai	TAIYUAN	On 14th Aug.	Daylight
Swatow & Shanghai	LINAN	On 14th Aug.	3 p.m.
Swatow & Bangkok	KAYING	On 17th Aug.	3 p.m.
Hoihow, Pakhoi & Haiphong	CHENGDU	On 21st Aug.	10 a.m.
Swatow, Foochow, Wunhaiwei, Chefoo & Tientsin	HUICHO	On 22nd Aug.	Noon

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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	15th Aug.	22nd Aug.	25th Aug.	10th Sept.
TAIPING	12th Sept.	23rd Sept.	26th Sept.	12th Oct.

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AMSTERDAM, HAMBURG, COPENHAGEN

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M.S. "Africa" ... 1st Sept. ... 5th Oct.

M.S. "Malaya" ... 1st Oct. ... 7th Nov.

M.S. "Danmark" ... 31st Oct. ... 10th Dec.

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## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

AUGUST 4, 1930.

AUGUST 5, 1930.

STATION	Time	Barometer at Sea Level		Thermometer	Humidity	Wind	Direction	Force	Remarks	Barometer at Sea Level		Thermometer	Humidity	Wind	Direction	Force	Remarks
		Inches	Millim.							Inches	Millim.						
Wladivostok	12	29.84	787.8	79	...	SE	2	b	6	29.82	787.5	74	...	SE	2	c	...
Nemuro	11	29.78	786.5	...	...	SE	1	...	...	29.88	789.0	...	...	...	...	...	...
Hakodate	...	29.88	789.0	...	...	WNW	1	...	...	29.93	790.0	...	...	...	...	...	...
Tokio	...	29.94	790.5	...	...	S	1	...	...	29.96	791.0	...	...	...	...	...	...
Kochi	...	29.88	789.0	...	...	SW	1	...	...	29.94	790.5	...	...	...	...	...	...
Nagasaki	...	29.82	787.5	...	...	SSE	1	...	...	29.86	788.5	...	...	...	...	...	...
Kagoshima	...	29.82	787.5	...	...	ESE	1	...	...	29.86	788.5	...	...	...	...	...	...
Oshima	...	29.74	785.5	...	...	...	...	...	...	29.78	786.5	...	...	...	...	...	...
Naha	...	29.72	785.0	...	...	ENE	1	...	...	29.75	785.5	...	...	...	...	...	...
Ishigakijima	...	29.74	785.5	...	...	NNW	1	...	...	29.78	786.5	...	...	...	...	...	...
Bonin Island	...	29.90	789.5	...	...	ESE	1	...	...	29.90	789.5	...	...	...	...	...	...
Chefoo	13	29.89	781.6	81	87	SSE	4	o	6	29.85	783.1	75	85	SSW	4	o	...
Shanghai	14	29.78	785.1	90	69	SE	1	o	...	29.73	783.1	77	94	SE	2	b	...
Gutaleff	...	29.77	786.1	84	87	SE	4	b	...	29.79	786.6	78	95	SSE	4	b	...
Wanchow	...	29.78	785.1	84	84	S	1	b	...	29.76	786.0	79	91	...	...	...	...
Foochow	...	29.74	785.4	88	88	SSE	1	b	...	29.81	787.2	80	87	...	...	...	...
Amoy	...	29.70	784.4	86	72	SSE	2	b	...	29.71	781.6	80	87	...	...	...	...
Swatow	...	29.76	786.0	90	60	W	2	b	...	29.69	784.1	79	96	NW	1	b	...
Taihou	11	29.76	786.0	90	60	W	2	b	...	29.74	785.4	73	94	...	...	...	...
Taihu	...	29.76	785.7	88	...	NNW	2	b	...	29.76	786.0	73	...	...	...	...	...
Tainan	...	29.75	785.7	88	...	NNW	2	b	...	29.78	785.1	73	...	...	...	...	...
Koshu	...	29.75	785.7	88	...	NNW	2	b	...	29.74	785.4	73	...	...	...	...	...
Pescadores	...	29.74	785.0	88	...	NNW	2	b	...	29.73	785.1	77	...	SSW	2	b	...
Hong Kong	14	29.70	784.4	83	34	E	3	c	6	29.72	784.8	78	94	...	...	...	...
Gap Rock	...	29.72	784.9	83	...	ESE	3	c	...	29.78	785.1	83	...	ESE	3	c	...
Macao	...	29.69	784.2	90	79	SE	2	o	...	29.71	784.5	79	92	SSE	2	o	...
Hoihow	...	29.63	782.6	85	70	SE	1	b	...	29.73	785.1	80	87	...	...	...	...
Pratas Island	...	29.72	784.9	87	75	SE	2	bc	6	29.66	783.3	79	76	...	...	...	...
Phulien	15	29.68	781.2	86	75	SSE	4	o	7	29.67	783.6	77	...	WNW	2	o	...
Tourane	...	29.60	781.3	86	...	NE	2	b	...	29.67	783.6	77	...	WNW	2	o	...
Cape St. James	...	29.74	785.4	79	...	SW	6	o	...	29.82	787.5	75	...	NW	2	o	...
Basco	14	29.63	783.9	90	66	NE	2	b	...	...	...	...	...	...	...	...	...
Aparri	...	29.63	783.9	90	66	N	4	o	...	...	...	...	...	...	...	...	...
Tuguegarao	...	29.68	783.9	84	74	W	1	o	...	29.63	783.9	75	98	...	...	...	...
Vigan	...	29.68	784.2	86	68	SW	4	o	...	29.71	784.5	75	89	...	...	...	...
Manila	...	29.68	784.2	86	68	W	2	o	...	29.74	785.4	76	98	NNE	1	o	...
Legaspi	...	29.65	783.0	86	78	W	2	o	...	29.74	785.4	77	91	WNW	2	o	...
Calbayog	...	29.68	783.9	80	63	SW	4	o	...	29.74	785.4	73	82	NW	2	o	...
Tacloban	...	29.66	783.3	86	63	NW	4	o	...	29.74	785.4	81	84	SW	4	o	...
Iloilo	...	29.63	784.2	82	81	SW	4	o	...	29.75	785.7	81	80	SW	2	o	...
Cebu	...	29.66	783.3	86	68	S	6	o	...	29.75	785.7	81	80	SW	2	o	...
Surigao	...	...	...	...	...	...	...	...	...	29.72	784.3	82	81	WSW	4	o	...
Saipan	11.00	...	...	...	...	...	...	...	...	29.61	749.5	76	...	ESE	3	c	...
Guam	12.28	29.60	781.8	...	...	W	1	o	4.22	29.71	784.8	...	...	WSW	4	o	...
Yap	11.03	29.67	783.6	...	...	W	4	o	5	29.75	785.7	80	...	WSW	3	c	...
Pelaw	...	...	...	...	...	...	...	...	...	29.82	787.4	77	86	E	4	b	...
Laouan	14	29.80	786.9	90	80	SW	4	b	6	...	...	...	...	...	...	...	...

August 5d. 10h. 23m.—The depression central over Tongking is not so deep. There is a typhoon to the north of Guam.

There may be a typhoon to the east of Luzon but its position is uncertain.

Manila warning, 4d. 10h. 45m.—Typhoon in Lat. 17° N. Long. 131° E., direction unknown.

Manila warning, 4d. 10h. 45m.—Typhoon in Lat. 11° N. Long. 145° E., direction unknown. Read. 4d.

11h. 25m. Shanghai warning, 5d. 8h. 00m.—Typhoon of unknown intensity within 120 miles of Lat. 18° N. Long.

180° E. moving W.N.W. Read. 5d. 10h. 18m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1, 62.99

inches, against an average of 54.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 6.

1.—Formosa Channel ... Light, variable winds.

2.—South coast of China between Hong Kong and Lamock ... S.E. winds, moderate; fair.

3.—Hong Kong to Gap Rock ... S.E. winds, moderate; fair.

4.—South coast of China between Hong Kong and Hainan ... S.E. winds, moderate; fair.

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 5.

Previous On Date On Date

Day at 4 p.m. 10 a.m. 4 p.m.

Barometer ... 29.69 29.77 29.71

Temperature ... 81 84 83

Humidity ... 82 82 81

Wind ... E E E

Direction ... 3 1 3

Force ... 0 0 0

Weather ... 0.00 0.00 0.03

Rain ...

Highest open-air Temperature, 4:83

Lowest open-air Temperature, 5:78

B=Blue sky; C=Cloudy; D=

Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing

showers; Q=Squalls; R=Rain; T=

Thunder.

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## HONG KONG TIDE TABLE.

From August 6 to 12, 1930.

HIGH WATER. LOW WATER.

Days of Week. Date of Month. Hong Kong Standard Time. Height. Hong Kong Standard Time. Height.

Wed. 6 h. m. 6:27 h. m. 0 1 3 7

Thur. 7 h. m. 7:01 h. m. 0 55 3 7

Fri. 8 h. m. 7:32 h. m. 1 49 3 6

Sat. 9 h. m. 8:03 h. m. 2 43 3 4

Sun. 10 h. m. 8:34 h. m. 3 37







